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DES MOINES

Facts and Figures concerning the remarkable growth and progress of the City. Early History, State and County Officials.

The increase in Manufacturing, Jobbing, Banking and all departments of business.

DES MOINES AS A GREAT RAILROAD CENTER

ILLUSTRATED WITH

Portraits of Representative Citizens, Private Residences, Buildings, Street Views, Etc.

PUBLISHED BY THE MAIL AND TIMES.

❖ 1891 ❖

▲ ▲ DES ▲ MOINES ▲ IOWA ▲ ▲

PRESENTS more advantages for INDUSTRIAL ENTERPRISES than can be found in any other section of the country. Among the most prominent may be named the following:

The Commercial Metropolis and Largest City of Iowa.

Seventeen Lines of Railways, The Western Railway Center.

The Natural Distributing Point for the Northwest.

Manufacturing Coal at 50 Cents per Ton.

Sixteen Varieties of Clay, Inexhaustible Beds of Fire, Brick and Pottery Clays. Also Fine Beds suitable for all Varieties of Ware, Tile, Etc.

Terra Cotta Clay in Unlimited Supply.

Glass Sand Abundant and Easily Accessible.

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The Healthiest City in the Western Country.

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Unlimited Supply of Pure Water.

Center of the Great Corn Belt.

Heart of the Blue Grass Region.

The Educational, Political and Social Center of Iowa.

The Convention City of the Great Northwest.

Cheap Living Expenses, Rents and Real Estate.

Rapid Transit, Paved Streets, and Sewers.

The business interests of Des Moines are of vast importance, far-reaching in extent, and constantly and steadily increasing ALL OVER THE WEST AND NORTHWEST. Manufacturing enterprises all running to full capacity. EXTRAORDINARY INDUCEMENTS FOR NEW FACTORIES. Correspondence solicited, and full information, pamphlets, etc., furnished by the COMMERCIAL EXCHANGE.

G. F. SELLECK, Secretary,

DES MOINES, IOWA.

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DES MOINES, the Capital of the State of Iowa, and county seat of Polk county, is situated at the confluence of the Raccoon with the Des Moines river, and near the geographical center of the state. It is distant 358 miles west from Chicago, 360 north from St. Louis, 297 south from St. Paul, 266 north and a little east from Kansas City, and 144 east from Omaha, the latter being the only city within 200 miles approaching it in size.

The situation of Des Moines, as to commercial advantages compares favorably with any city in Iowa. Although it has no river navigation, like cities along the eastern border, yet its location is central in the midst of a large area unoccupied by any rival city, and in one of the richest agricultural districts in the country. The beauty and picturesqueness of the scenery, the richly timbered forests, undulating prairie, and winding water-courses, have contributed largely to make Des Moines the central jewel of the great corn belt, and the pride of the blue grass region. It is the coming city of the northwest.

HISTORY.

Like many western cities, the origin and foundation of the city of Des Moines was a fort, erected by the government in an Indian country. This fort was built in 1843 by Capt. James Allen, and was called Fort Des Moines from its situation on the Des Moines river. The name was also for some time attached to the straggling frontier village, which gradually grew up around the garrison. The expedition for the erection of the Fort, arrived up the Des Moines river from Fort Sanford on the 9th of May, 1843, with a small detachment of United States troops, on board the steamer *Ione*. This was the first steamer that ever ascended the Des Moines as far north as the present Capital of Iowa. Effecting a landing at what is now the foot of Court avenue, the troops and military stores were disembarked, and Capt. Allen returned with the steamer to Fort Sanford to bring the rest of the soldiers and supplies. The full garrison when they arrived consisted of 125 officers and men. The erection of the fort was at once commenced, which soon reared its log palisades near the mouth of the Raccoon, at its confluence with the Des Moines. The barracks were built of rough logs, one story high, with stone chimneys and "puncheon" floors. Capt. Allen had his headquarters not far from the old Collins House site, on Market street, remembered only by early settlers. Under him were Lieutenants Greer, King and Potter. Doctor Griffin was surgeon of the post; Major Beech, Indian agent; and Joseph Stuart, interpreter.

Fort Des Moines was included within the Sac and Fox Indian reservation until the 11th day of October, 1842, when the title was transferred by treaty to the United States government. There was, however, a stipulation in the treaty that the Indians should hold undisturbed possession of their reservation for three years after the date of the treaty—or until October 11, 1845. The final departure of the Indians and the advent of the white settlers is graphically portrayed in the Centennial address of Hon. C. C. Nourse, delivered at Philadelphia, September 7, 1876. He said:

In obedience to our progressive and aggressive spirit, the government of the United States made another treaty with the Sac and Fox Indians on the 11th day of August, 1842, for the remaining portion of their lands in Iowa. The treaty provided that the Indians should retain possession of all the lands thus ceded until May 1, 1843, and should occupy that portion of the ceded territory west of a line running north and south through Red Rock until October 11, 1845. These tribes at this time had left their principal

village of Ottumwah-no, now called Ottumwa. As soon as it became known that the treaty had been concluded, there was a rush of immigration to Iowa, and a great number of temporary settlements were made near the Indian boundary, waiting for the 1st of May. As the day approached, hundreds of families encamped along the line, and their tents and wagons gave the scene the appearance of a military expedition. The country beyond had been thoroughly explored, but the United States military authorities had prevented any settlements, or even the making out of claims by any monuments whatever. To aid them in marking out their claims, when the hour should arrive, the settlers had placed piles of dry wood on the rising ground at convenient distances, and a short time before 12 o'clock of the night of the 30th of April, these were lighted, and when the midnight hour arrived it was announced by the discharge of firearms. The night was dark, but this army of occupation pressed forward, torch in hand, with axe and hatchet blazing lines with all manner of corners and angles. When daylight came and revealed the confusion of these wonderful surveys, numerous disputes arose, settled generally by compromise, but sometimes by violence. Between midnight of the 30th of April and sundown of the 1st of May, over one thousand families had settled in this new purchase. While this scene was transpiring, the retreating Indian was enacting one more impressive and melancholy. The winter of 1842-3 was one of unusual severity, and the Indian prophet, who had disapproved of the treaty, attributed the severity of the winter to the anger of the Great Spirit, because they had sold their country. Many religious rites were performed to atone for the crime. When the time for leaving Ottumwah-no arrived, a solemn silence pervaded the camp, and the faces of their stoutest men were bathed in tears; and when their calvacade was put in motion toward the setting sun, there was a spontaneous outburst of frantic grief from the entire procession. The Indians remained the appointed time beyond the line running north and south through Red Rock. The government established a trading post and military encampment at the Raccoon Fork of the Des Moines river, then and for many years known as Fort Des Moines. Here the red man lingered until the 11th of October, 1845, when the same scene that was before described was re-enacted, and the wave of immigration swept over the remainder of the "New Purchase."

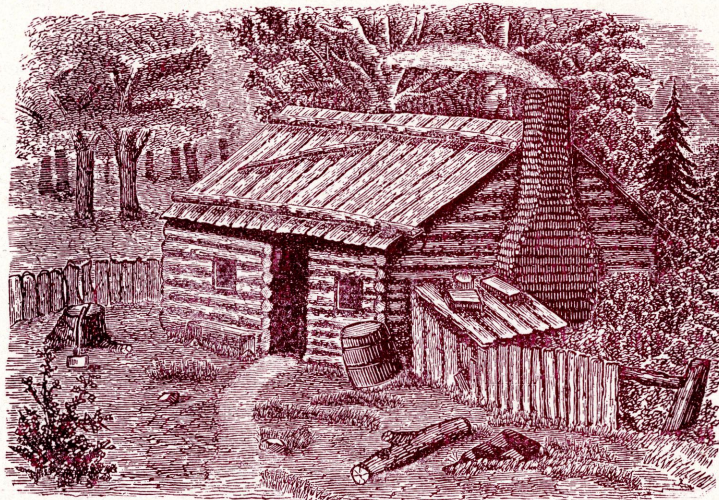
MOUNDS OF ANTIQUITY.

There were not wanting evidences of an earlier race than the Indians having once occupied the original site of Fort Des Moines. The Mound Builders of the Mississippi Valley, who once constituted a populous and powerful nation, had left traces of their existence in the fifteen mounds discovered in the vicinity of the Fort. One of these ancient relics stood near the southeast corner of Fourth and Walnut streets, where Moore's old opera house now stands. On the summit of this mound W. W. Moore erected his first residence. Another mound stood on the site of the Court House, and others were scattered about in different localities. From the bones exhumed on excavating them, they are presumed to have been the "whitened sepulchres" of a

pre-historic race. They were at least semi-civilized, as many of their inventions and appliances for the uses of society plainly testify.

HARDSHIPS AND DANGERS IN EARLY DAYS.

There was frequently distinguishable among the early pioneers a boldness of character that bordered upon true heroism. Especially was this the case among the female portion of the young community. In addition to the privations and hardships incident to pioneer life, the untutored savage and wild wolf hovered near the rude cabins, and when occasion offered made life an additional burden to the hardy inmates. Of the earliest settlers who came into camp and obtained permission from the military authorities to make claims before the expiration of the Indian title were Peter Newcomer and John Saylor, the first settling about four miles east of the Fort, in 1844; the latter north of it, opening a garrison farm in April, 1845. To illustrate their early privations, it is on record that although Mrs. Newcomer had a good cow that gave rich milk, she was minus a churn in which to make butter. The ingenuity of her husband, however, was equal to the emergency. He found a hollow log, cut off a section of it, and putting in a



FIRST HOUSE BUILT IN DES MOINES.

board bottom, fashioned a dasher out of a hickory pole. Mr. Saylor is said to have fashioned a bread tray out of a hollow log for his wife, thus utilizing nature's rude hollow-ware as occasion required. The families were often reduced to close rations, when their scanty supplies of provisions gave out, and barely subsisted upon the little game obtainable, roasted crab-apples and acorns, and their drink was slough water. At one time Mr. Saylor left his wife alone in the cabin for six weeks while he went to Van Buren county on business. During his absence the wolves grew very bold and chased the house dog across the door-step, and glared in at the windows with their hungry, fiery eyes, while she sat at her sewing. The Indians were also a source of great annoyance. At one time about thirty of the half-drunken savages came to the cabin and demanded Mr. Saylor's meat. Although the odds were thirty to one, the hardy pioneer was undismayed, and picking up a sapling that lay near he felled six of the Indians one after another in rapid succession, and at the same time yelling, "The soldiers are coming." In this manner he scared them all away and succeeded in saving the precious supplies he had just before purchased.

The Sac Indians often camped about the Fort, when not engaged in hunting. They were harmless and inoffensive, having no care for providing something to eat, and their war-like spirit had been crushed out with the death of their great warriors. Their sole occupation seems to have been card playing and target shooting. They became adepts in these accomplishments. Their enemies, the Sioux, were to be feared, and at one time threatened to attack the Fort, which caused a good deal of excitement—something almost unknown to the soldier's dull, monotonous life in camp.

At one time two or three unprincipled camp followers initiated themselves into the good graces of some of the Sac Indians by presenting them with whisky and beads, and having done so, ran off several head of their horses. Capt. Allen sent out a detachment of cavalry to bring in the thieves. But all escaped save one—Joseph Carsner. The Indians could not identify him directly as the thief, but after a trial by the officers he was delivered over to Sergeants Haley, Goodell, Smart, and another man, who, disguised as Indians, punished him with a cat-o'-nine-tails. After this corporal punishment he was let go, and vanished to the forest. One of the horses was afterwards found, and was lent to a man named Fish, who had had two horses stolen from him by the same party while he was bringing provisions to the settlement. Fish started out to hunt his stolen team on the Indians' horse, and while passing through a skirt of the forest. Joseph Carsner jumped out of the brush, dexterously cut the saddle girth, unhorsed Fish, and bore away at full speed the horse he had before stolen. Poor Fish walked back to camp and told his story to the Indians, who were utterly disgusted. During the early settlement of the country outlaws infested the frontier settlements, and preyed upon the pioneers, who had to band together for self-protection, and not infrequently mete out justice of a summary kind in retaliation.

The soldiers were removed from the Fort in 1846.

The town of Ft. Des Moines was laid out June 4, 1846, by A. D. Jones, surveyor; assisted by Dr. Fagan. The first town officers were Rev. T. Bird, President; Hoyt Sherman, Hon. P. M. Casady, L. P. Sherman, C. D. Reinking, R. W. Sypher and Jesse S. Dix, members of the council.

The sale of lots began July 15th, of the same year. Lot 5, block 31, corner Fourth and Court avenue, sold for \$35; lot 1, in the same block, cost its owner the large sum of \$18. This was at that time considered above the average for lots in what was then the suburbs.

The first white child born within the village limits was a son to J. M. Thrift, the village tailor. The first death was that of an infant child of Lieut. Greer.

A class or Methodist society was organized at Ft. Des Moines in the fall of 1845.

Benjamin F. Hoxie established the first grocery store, after the sutler left, on the East Side, and R. W. Sypher sold general merchandise in a log building on the Phelps' Place. W. W. Clapp kept a grocery on the West Side.

The first regular mail route was opened to Ft. Des Moines in April, 1846. Josiah Smart was appointed postmaster, but would not serve. Dr. Brooks was appointed in his place. The mail was a weekly, arriving on Wednesday. The through route was to Keokuk via Toole's Point, Oskaloosa, Eddyville, Ottumwa and Agency City. In 1847 Rev. William Post, of Pella, carried the mail on horseback—about a hat-full in all. Hon. P. M. Casady was then postmaster and it is said carried the mail around in his hat, and upon meeting any one for whom he had mail would lift the postoffice from his head and deliver it.

The first frame building was erected on the 25th of July, 1846, by David Solenberger—dimensions, 18x20, and one story. The first brick building in town was erected by J. A. Campbell in 1848. The physicians were Doctors Fagan and Kirkbridge on the West Side and Doctor Brooks on the East Side. In 1846, the year when the county seat was located by the commissioners at Ft. Des Moines, the village had thirty-one houses, or log cabins, twenty-three families, and one hundred and twenty-seven souls all

told. Most of the settlers who came in that year occupied the old garrison houses the military had recently vacated. It was a fruitful season. Crops were good and immigration received a new impetus.

The lawyers conspicuous in the fall campaign were A. D. Jones, S. D. Winchester, W. D. Frasee, Hon. P. M. Casady, Col. Thomas Baker and Major McKay, all of Ft. Des Moines. There was on the West Side a little apothecary shop. Mr. Vanatta made chairs and had a turning lathe; Wm. F. Ayers did tailoring, and J. A. Campbell had a grocery and a place of amusement for the young folks to hold singing schools and dances. During this year Addison Michael put up a frame store.

The United States land office was established at Des Moines in March, 1853. On the 7th of June, Isaac Cooper was appointed chief clerk, and Hon. L. Tidrick, register.

On the 22d of September, 1851, the citizens of Ft. Des Moines voted to have it incorporated as a town. Hon. P. M. Casady, Rev. Thompson Bird and L. P. Sherman were the committee to draft articles of incorporation, which were adopted by the people October 18, 1851. By act of the legislature the town was incorporated in 1853.

The name was changed to Des Moines, the word "Fort" being dropped, in the adoption of a city charter in 1857. The first city officers were the following: Col. W. H. McHenry, mayor; W. A. Hunt, J. F. Kemp, F. R. West, L. White, Isaac Cooper, W. C. Burton, R. L. Tidrick, M. Lawrence, J. W. Stanton, G. W. Connor, H. H. Griffith, J. A. Williamson, W. A. Scott and J. Hyde, aldermen.

LOCATION OF THE CAPITOL.

For a number of years after the admission of Iowa in the Federal Union, the capital of the state may be said to have been on wheels. Starting with the meeting of the Territorial Legislature at Burlington, Wisconsin Territory, which occurred in November, 1837, the question of a separate territorial organization for Iowa was agitated and the scheme was ultimately successful. A committee was appointed during the session of the first Territorial Assembly in 1839 to select a site for a permanent seat of government, and the choice fell upon the spot known now as Iowa City. The rapid growth of the state, west and away from the valley of the Mississippi, created a desire to move the seat of government to some more interior point, and Monroe City was selected by the Commission appointed for the purpose. The Third, Fourth and Fifth General Assemblies wrestled with the problem still further, as Monroe City did not give ample satisfaction and finally at the close of the Fifth General Assembly a bill was passed locating the capitol "within two miles of the Raccoon Forks." A site was selected, and a company of private citizens erected the building necessary for a capitol. The effort proved a costly one and nearly bankrupted many of them. But the capitol was assured to Des Moines, and on October 19, 1857, Governor Grimes issued his proclamation to that effect.

FIRST HOUSES.

There is some dispute, or rather good natured disagreement, among old settlers as to who built the first house in Des Moines. The histories record David Solenberger as having built the first *frame* residence. The first building for residence purposes was constructed of *logs* by G. W. and W. G. Ewing, two enterprising Indian traders who landed in a keel boat at the Fort on the 3d of May, 1843. The engraving of the first log house erected in Des Moines, printed in the *SOUVENIR*, has been shown to many old settlers, and they are inclined to the belief that it was one of the garrison houses, erected by the military, somewhere near the point.

It is claimed by James Holcomb that Lewis Whitton built the first frame house in Ft. Des Moines, in the rear of the barracks on 'Coon river. This was in 1846.

W. W. Jones, who came here from Jefferson county, Indiana, on April 27, 1847, claimed that he built the first frame house on a lot he bought at the corner of Third and Vine streets.

There was a log building stood for many years as an old relic on the east side of Fourth street, between Market and Elm, which was built by Thomas McMullen in 1847. It is claimed that this was the first hewed log house built at the Fort.

STAGE COMPANIES.

In September, 1849, lines of stages were established from Ft. Des Moines to Keokuk and Iowa City by Fink and Walker, and during the same year Chiles & Hall ran a hack from the Fort to Kaneshville, or Council Bluffs. These constituted all the facilities for travel until the advent of the Western Stage Company in Iowa. This company was a powerful corporation in ante-railroad days. Its headquarters were established at the old Everett House, in Ft. Des Moines, July 1, 1854. The general superintendent of the stage lines was Colonel E. F. Hooker, whose residence and business office were located near the present Harbach furniture building on Third street. The shops and barn were located at the corner of Eighth and Vine streets, where Getchell's lumber yard now stands.

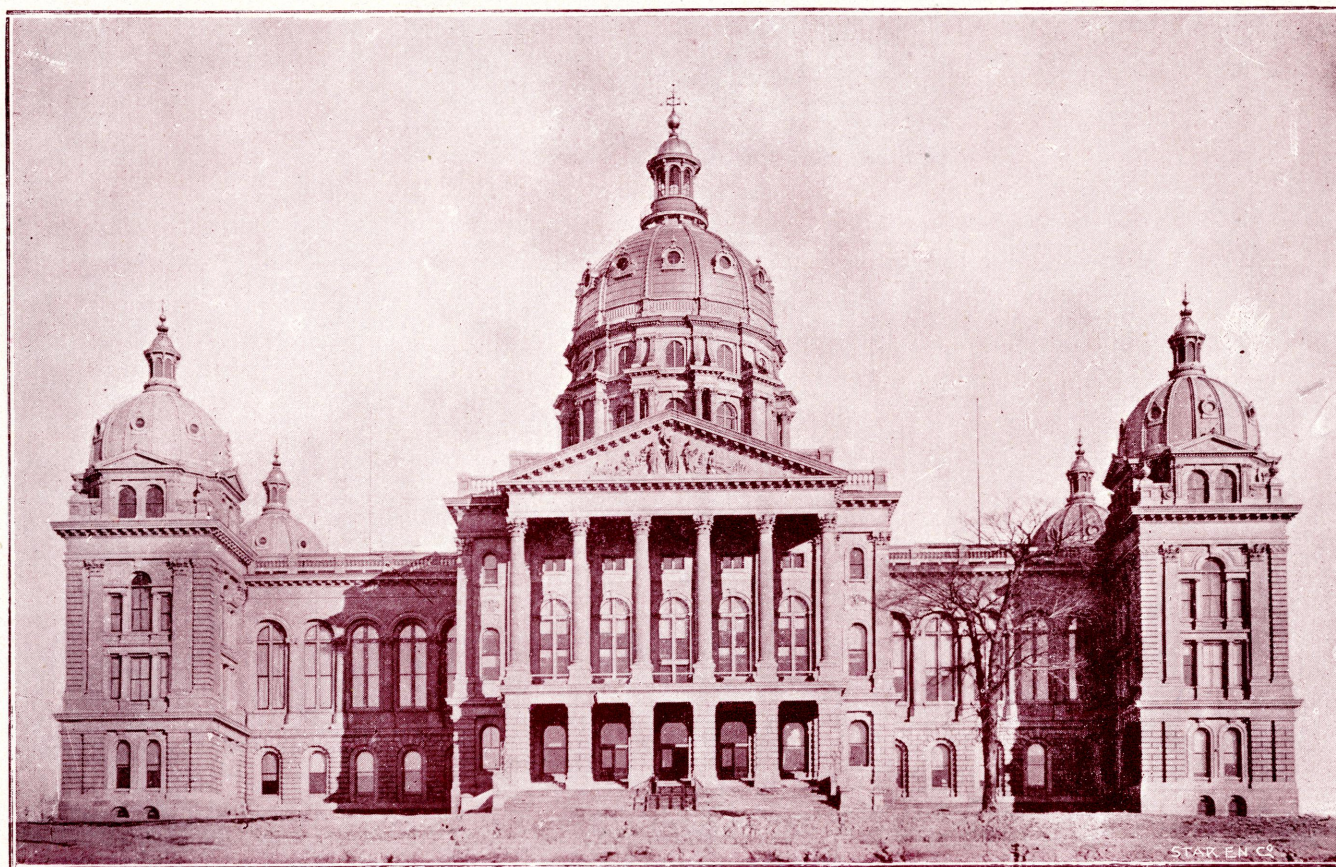
STATE GOVERNMENT

THE first session of the legislature at Burlington convened November 12, 1838, in a two-story frame house built for the purpose by Jeremiah Smith, Jr., a member of the council. During the winter this house was burned, and the concluding meetings of the session were held in "Old Zion Church." Congress had in the organic act appropriated \$20,000 for public buildings, for use of Territorial Legislature, and during this session acts were passed appointing three commissioners to select a site for a permanent seat of government within the limits of Johnson county. Six hundred and forty acres were laid out and Iowa City sprung into existence. Lots were sold, and with the proceeds the erection of a capitol was commenced. On the 6th of December, 1841, the Fourth Legislature Assembly met at Iowa City, although the permanent buildings were not nearly completed, and it was not until one year later that they were really occupied by the legislature.

In 1851, bills were introduced into the house of representatives to remove the capital of the State from Iowa City to Pella and Ft. Des Moines, and that designating the latter place seemed to have the support of a majority of the members, but was finally lost on ordering to a third reading. The following session a bill was introduced into the senate for the removal to Ft. Des Moines, which was barely defeated upon the final vote. The effort was renewed at the next session and was this time successful, and on the 15th of January, 1855, the governor approved the bill relocating the seat of government within two miles of the Raccoon Fork of the Des Moines, and providing for the appointment of commissioners for that purpose. The spot was accordingly selected in 1856 and the land donated by the citizens and property owners of Des Moines. An association of private individuals erected the building for a temporary capitol, leasing it to the state at a nominal rent. Governor Grimes, on the 19th of October, 1857, issued his proclamation declaring the city of Des Moines the capital of Iowa. The removal of the archives was completed in December; the safe of the treasurer of state, drawn on two bob-sleds by ten yoke of oxen, entered the new capital, and on the 11th of January, 1858, the Seventh General Assembly convened at Des Moines, now made by the state constitution the permanent seat of government. The state obtained title to the "Old Capitol" building by purchase in 1864. The cornerstone of the new capitol building, a large prairie boulder, was laid with appropriate ceremonies November 23, 1871, and dedicated and occupied January 17, 1884, by the Twentieth General Assembly. The structure cost \$2,876,300. This large sum was expended and the capitol constructed under the direct supervision of a board of capital commissioners. Hon. R. S. Finkbine was superintendent of construction, Gen. Ed. Wright, secretary, and Bell & Hackney, architects. A noticeable fact is the clean, business-like manner in which the Iowa State capitol was constructed. An expert who examined all the accounts found but \$3.77 errors in the whole expenditures. The board was continued until June 30, 1886, at which time their terms of office expired by act of Twenty-first General Assembly. Largely owing to the efforts of Senator C. H. Gatch, the Senator from Polk county, the Twenty-third General Assembly appropriated \$125,000 for grading and improvement of grounds, which is now being done, and when complete, Iowa will have in round figures a three million dollar state capitol, all paid for, and worth every cent of the

money expended upon it. The site selected is a commanding one, about 120 feet above the river level. The length of the building, including the porticos, is 363 feet, 8 inches; extreme width, 246 feet, 11 inches; height to top of finial over center dome, 275 feet; and the building covers 58,850 square feet of ground. There are ninety-seven rooms in the building. Thirty-two kinds of marble and twelve kinds of wood were used in the structure. To furnish water, gas and heat, 241,012 feet of pipe, equal to forty-five miles in length, were used.

While Des Moines has a just pride in being the seat of government of a state which, in comparatively few years, has attained to the rank of third in agricultural importance in the Union, yet its growth and stability by no means depend upon the location of the capitol, and the advantages derived from the business which it creates and fosters. It has resources all its own, derived from the rich surrounding country, the agricultural and mineral wealth of the vicinity, and its facilities and advantages for manufacturing. In so many of the states the capital has had a tendency to deaden the enterprise of its inhabitants, doubtless largely owing to strong political strife, but Des Moines is one of the few capital cities which has been helped to prosperity by becoming the seat of government.



IOWA STATE CAPITOL.

GOVERNORS OF THE STATE OF IOWA.

Ansel Briggs, Jackson county, elected October 26, 1846.

Stephen Hempstead, Dubuque county, elected August 5, 1850.

James W. Grimes, Des Moines county, elected August 3, 1854.

Ralph P. Lowe, Lee county, elected October 13, 1857.

Sam'l J. Kirkwood, Johnson county, elected October 11, 1859; re-elected October 8, 1861.

William M. Stone, Marion county, elected October 13, 1863; re-elected October 10, 1865.

Samuel Merrill, Clayton county, elected October 8, 1867; re-elected October 13, 1869.

Cyrus C. Carpenter, Webster county, elected October 11, 1871; re-elected October 8, 1873.

Samuel J. Kirkwood, Johnson county, elected October 13, 1875; resigned February 1, 1877, having been elected United States Senator. Succeeded by Joshua G. Newbold, Henry county, Lieutenant-Governor.

John H. Gear, Des Moines county, elected October 18, 1877; re-elected October 8, 1879.

Buren R. Sherman, Benton county, elected October 12, 1881; re-elected October 9, 1883.

William B. Larrabee, Fayette county, elected November, 1885; re-elected November, 1887.

Horace Boies, Black Hawk county, elected November, 1889.

PRESENT STATE OFFICERS.

Governor—Horace Boies, Blackhawk county. Term expires January, 1892.

Lieutenant-Governor—A. N. Poyneer, Tama county. Term expires January, 1892.

Secretary of State—Wm. M. McFarland, Emmet county. Term expires January, 1893.

Auditor of State—James A. Lyons, Guthrie county. Term expires January, 1893.

Treasurer of State—Byron A. Beeson, Marshall county. Term expires January, 1893.

Superintendent Public Instruction—Henry Sabin, Clinton county. Term expires January, 1892.

Railroad Commissioners—Spencer Smith, Pottawattamie county, term expires 1893; Frank T. Campbell, Jasper county, term expires 1892; John W. Luke, Franklin county, term expires 1894.

▲ ▲ STATE ▲ OFFICIALS ▲ ▲

VOLTAIRE P. TWOMBLY is a native of Van Buren county, Iowa, among whose honored pioneers are numbered his parents. His father, Samuel Tuttle Twombly, was born in Madbury, New Hampshire, and reared in Norwalk, Maine. He became a resident of the territory of Iowa about 1839, locating in Van Buren county, where soon afterwards he married Miss Dorothy Carter Wilder. Our subject is the only child of his parents. He was born February 21, 1842, on a small farm near Farmington, Iowa, and in the same year, in the month of September, his father died. In 1843, the mother with her baby boy moved to Keosauqua, which is still her home. His education was acquired largely in private schools in Keosauqua, as the public schools of that day were not of a very high order. In April, 1861, immediately after the firing upon Fort Sumter, Mr. Twombly, responding to the first call for troops, enlisted and was mustered into the state service May 1st, and into the United States service May 27, as a private, but was appointed corporal and assigned to the color guard of the regiment in October, 1861. As such he took part in the battle of Fort Donnellson. February 15, 1862, as a reward for meritorious conduct, Mr. Twombly was made sergeant, acting as color-sergeant, and carried his colors all through the two days battle of Shiloh, during the 6th and 7th of April, 1862. At the battle of Corinth he was wounded and remained in the hospital one month. In July, 1864, he was commissioned first lieutenant and adjutant; on November 10th he was promoted to the rank of captain, which he held to the close of the war. After the war he entered the Bryant & Stratton Business College, of Burlington, Iowa. On the 1st day of May, 1866, he was united in marriage to Miss Chloe A. Funk, of Keo-



VOLTAIRE P. TWOMBLY.

sauqua. In the autumn of 1879 he entered into politics, was elected treasurer of Van Buren county by the Republican party, and served three terms. This is an unusual honor in Iowa. Mr. Twombly is a charter member of the William C. Harper Post, No. 79 G. A. R., of Keosauqua; he is a companion of the first class of the Military Order of the Loyal Legion of the United States; he is also a Mason of twenty-five years, standing.

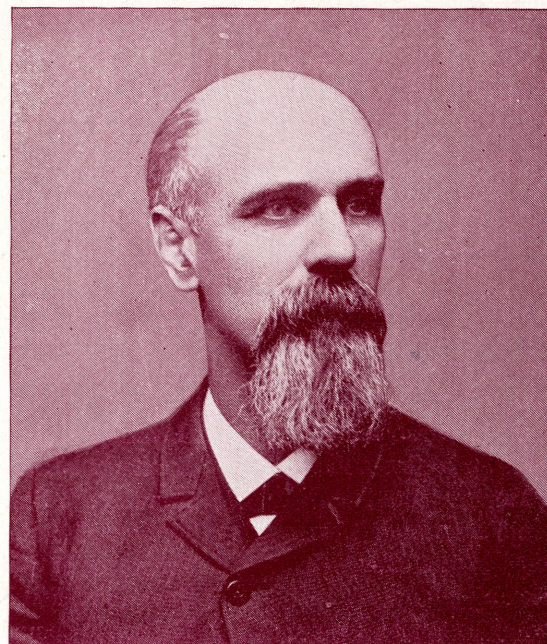
HENRY SABIN, State Superintendent of Public Instruction. Henry Sabin was born in Pomfret, Windham county, Connecticut, October 23, 1829. His father was Noah Sabin, a well-to-do farmer, who gave to his son the best educational advantages of those early days. He fitted for college at Woodstock, Connecticut, entering Amherst College at 18 and graduating with honors in 1852. He taught school at Naugatuck, Connecticut, during the next five years, and during the following years until 1864 he was owner and principal of the Collegiate Institute at Matteawan, N. J., when he was chosen principal of Eaton Grammar School, New Haven, Connecticut, where his ability was recognized and greatly appreciated. He realized the growing importance of the West and the great opportunities that were open to those with the necessary qualifications and pluck, and in 1870 he accepted the superintendency of the schools of Clinton, Iowa, where he remained continuously until 1887, when the people of the state called him to the most responsible school office in their gift, a position for which he is eminently fitted. Mr. Sabin, for the past eighteen years, has been one of the most active and influential members of the State Teachers' Association. His papers before that body have been recognized as the ablest presented before the Association in



HORACE BOIES.

its thirty years of history. His lectures before the associations of other states have been marked for their originality and ability and were an honor to the state of Iowa and its educators. He was president of the Iowa State Teachers' Association in 1878 and delivered an inaugural address at that meeting which has never been surpassed by any like address before that organization. His paper on the "Children of Crime," etc., read before the Association has been widely commented upon by the press of the entire country.

JAMES ALBERT LYONS, Auditor of State, was born near McConellsville, Morgan county, Ohio, April 12, 1838. His father, John Lyons, was a farmer and wagon-maker. In 1855, along with his father's family, his mother having died in 1848, he moved to Iowa and took up life on a farm near Frankville, Allamakee county. His father having died in March of the following year, he then became somewhat discontented with life on the farm, and desiring to see more of the world than farm life afforded, in 1858 he left the homestead and went to Des Moines, where he secured employment in the old Avenue hotel, then the leading hotel of the city, and received for his services \$10 per month, his place of work being where now some of Des Moines' finest business blocks stand. Little did he dream that in after years he would occupy the position he now holds, and from his office window would look over the ground of his labors thirty



JAMES ALBERT LYONS.

years ago and see the place that was then forest built up with magnificent business blocks. When the war broke out, in 1861, young Lyons enlisted in Company K, 1st Iowa Cavalry. On April 14, 1862, in an encounter with Quantrell's men, he had his arm broken and shoulder shattered by a bullet. In the following month he was discharged, but his patriotic ardor would not allow him to remain off the battle-field, so in August, the same year, while he still carried his arm in a sling, he re-entered the service and was appointed lieutenant in Company A, and remained till June, 1863, when he was compelled to leave the service on account of the wounds he received the previous year, a portion of the bone having been removed from his arm. Before re-entering the army, in August, 1862, he married Miss Ellen A. Taylor, a daughter of W. H. Taylor, then a resident of Hardin, Iowa, a very estimable lady. They have three children, two sons and one daughter, respectively, Harry H., Frank A., and Miss Jessie. After returning from the war he spent one year in Allamakee county, and from there moved to Independence. In 1882 he was appointed mayor of Guthrie Center, and was a member of the Twenty-first and Twenty-second General Assemblies. In 1886 he was the candidate on the Republican ticket for Auditor of State, his opponent being Hon. Paul Guelick, of Burlington. Mr. Lyons was elected by a majority of 15,853, running ahead of his ticket several hundred votes. He was re-elected in 1888 and again in 1890. Mr. Lyons is a member of the Methodist Episcopal church, member of Commandery No. 4, Knights Templar, of Des Moines, and a member of Tracy Post, G. A. R., Guthrie Centre.



BYRON A. BEESON.

BYRON A. BEESON, State Treasurer, is what may be termed in its truest sense a self-made man. He was born in the state of Ohio in 1838, where he acquired a common school education, when his parents moved to Indiana in 1840 and to Iowa in 1854, settling in Marshall county. Mr. Beeson is of pioneer stock. His great-grandfather laid out the town of Uniontown, Pa., over a hundred years ago. His grandfather moved to Ohio in 1804. Mr. Beeson enlisted in the 2d Iowa Cavalry, Company B, August 12, 1861, and was mustered out September 19, 1865, when he went to farming until 1870, and then engaged in the merchandise business, which he continued until 1876, when he was elected treasurer of Marshall county, serving three terms. In 1885 he became the manager of the Marshall Printing Company, which position he held until appointed adjutant-general in 1889. He was nominated for state treasurer on the Republican ticket by acclamation and elected to that office November 4, 1890. Mr. Beeson was married April 19, 1864, to Emily Ulery, of Washington county, Pa.

W. M. McFARLAND, Secretary of State, is a native of Estherville, Iowa, and was born in Posey county, Indiana, April 1, 1848, and settled in Iowa—Van Buren county—in 1854, remaining there until 1865, when he removed to Mt. Pleasant. He graduated from the Iowa Wesleyan University in 1873, and from the law department of the Iowa State University in 1880; moved to Estherville, Iowa, in 1884; married Miss Florence Conaway, an estimable and talented young lady of Brooklyn, Iowa, in 1879; served in the Twenty-second and Twenty-third General Assembly, representing the 83d District in the lower house. He founded the Brooklyn *Chronicle* at Brooklyn, Iowa, in 1875, and is now proprietor and publisher of the *Northern Vindicator*, a Republican paper printed at Estherville, Iowa. He was elected Secretary of State November 4, 1890.

COUNTY GOVERNMENT

POLK COUNTY is situated in the central portion of the state. It is a splendid agricultural county, having a soil as rich and diversified as any in the state, and yielding abundantly to the skill and industry of the agriculturist. The rivers and streams which flow through the county collect their waters from Southern Minnesota and from a large area in Central Iowa, forming a water system of great extent. The principal river is the Des Moines, which flows through the county in a southeasterly direction, receiving its tributaries, Beaver Creek, North river and Raccoon river, from the west, the latter emptying into the Des Moines within the city limits. The tributaries on the east are Four Mile creek, the Chicaquua (Skunk) river and Indian creek, besides several smaller streams. The margins of these streams are well timbered. There are numerous quarries of limestone and sandstone, while coal is found in inexhaustible quantity.

The territorial legislature, in session at Iowa City, passed an act, January 17, 1836, organizing Polk county. The county seat location very soon forced itself upon the citizens and excitement ran high, and a legislature lobby was early appointed to push the claims of Fort Des Moines. Hon. Thomas Mitchell, Dr. Fagan, and two other gentlemen, were the lobby members from the Fort. Starting on horseback one cold February morning to go down to Iowa City, they reached Bennett's cabin, four miles east from Newton, nearly frozen. Sour bacon and corn bread sufficed them for supper, and they were glad to sleep in a trundle bed. These privations by the wayside did not dampen their ardor, and they did manful work with the legislature. A "paper" town called "Brooklyn" was in the field against Fort Des Moines, and so the legislature appointed a commissioner to locate the county seat, which was composed of Thomas Hughes, of Johnson, M. T. Williams, of Mahaska, and Giles M. Pinneo, of Scott county. After careful deliberation on the part of the commissioners, and much wire-pulling by the various interested citizens of the rival locations, the commissioners located the county seat at Fort Des Moines, May 25, 1846.

The first election in Polk county occurred April 6, 1846, when a board of three commissioners was elected, consisting of William H. Meacham, Benjamin Taylor and E. W. Fouts, with William McKay, clerk of the board. The eagle side of a half dollar constituted the temporary official seal.

In October of the same year the board bought of Thomas McMullen a lot on which to build a court house, for which they paid twenty-five dollars. The court house originally was designed to be a frame structure, but was afterwards changed to brick with stone foundations, the entire structure to be two stories high. The building cost \$2,000 and was mainly built by John Saylor, John C. Jones being the architect. The jail was erected in 1849 by Messrs. Shell & Guerrant at a cost of \$750.

The present court house, including jail in the basement, was begun in 1858, and not completed for several years. It was first used for court purposes in October, 1866. The cost of the building when completed was over \$100,000. Dyer H. Young, of Des Moines, was the architect, and Isaac Cooper the contractor and builder. Fearing the loss of the court house to the West Side if the question of building

a new one should ever come to a vote of the people, the old structure in 1887-8 was made more convenient by the addition of an entire new wing. While this answers for a temporary expedient, it is but a question of a short time when the entire building will have to be substituted by one more modern and commodious.

Since the organization of the county it has enjoyed three distinct systems of county government. In 1846 the power to govern was vested in a board of commissioners. The county judges next took the helm and continued to govern until 1860. On the 7th day of January, 1861, the supervisor system went into operation, and has continued ever since in charge of the county government.

At the first election ever held in the county there were three voting places: At Thomas Mitchell's, in Camp Creek precinct; at J. D. Parmalee's, near Albany mills; and at the Fort. The whole number of inhabitants at the time was between two and three hundred. At the election the following county officers were chosen: Thomas McMullen, recorder; William F. Ayers, treasurer; Thomas Mitchell, sheriff; John

Saylor, judge of probate; G. B. Clark, county assessor; Addison Mitchell, county collector; A. D. Jones, county surveyor; James Phillips, coroner; Benjamin Saylor, William H. Meacham and E. W. Fouts, county commissioners.

The present county officers and deputies are as follows:

Auditor—Amos W. Brandt. First Deputy, W. O. Waldron; second, George F. Poorman; third, J. A. Fenner.

Treasurer—F. A. Baylies. First Deputy, C. H. Dilworth; second, W. S. Tompkins; third, E. J. Boyington.

Clerk—William Musson. First Deputy, W. J. Kline; second, J. G. Jordan.

Recorder—George C. Sims. First Deputy, W. L. Witter, second; Frank S. Russell.

Superintendent of Schools—C. F. Saylor.

Sheriff—C. C. Loomis. First Deputy, L. W. Smith; second, V. H. Holmburg; third, M. Morkin.

Physician—W. S. H. Matthews.

Overseer of Poor—William Christy.

County Commissioners—First district, T. B. Robinson; Second district, Wm. Christy; Third district, J. T. Brooks; Fourth district, H. G. Iseminger; Fifth district, W. H. Zickefoose.

NOTES

In July, 1847, Boone county was set off from Polk for political, judicial and revenue purposes. It was called Boone precinct.

December 5, 1851, Hardin county was attached to Polk for political purposes.

At the April election, 1852, the whole number of votes cast in the county was 727.

At the November election, 1890, the whole number of votes cast in the county was 10,405.

Rev. Wm. Pardoe, an itinerant minister, preached the first sermon in the county at Apple Grove, in the fall of 1844.

Captain Allen commenced a saw mill on Middle river, a short distance from Carlisle, in the fall of 1843, and took as partner J. D. Parmalee. The enterprise proved successful. Corn was afterwards cracked and ground for food at this mill, which was the first erected in Polk county. In 1841 facilities for grinding wheat were added to it, and in the winter farmers came with their grists. It was a great accommodation to the settlement, as previously they had to go to Bonaparte, 150 miles, over bridgeless roads.



POLK COUNTY COURT HOUSE.

CITY GOVERNMENT

THE organization of the town of Fort Des Moines occurred shortly after the election of a Board of Commissioners for Polk county, April 6, 1846, which consisted of Wm. H. Meacham, Benjamin Taylor, and E. W. Fouts. On April 14, 1846, the Board ordered A. D. Jones to lay off a town on the site selected for the county seat. This was done, and the town continued to prosper under the fostering care of a Board of Commissioners until October 20, 1851, when the first town council was elected, which consisted of Thompson Bird, P. M. Casady, Jesse S. Dicks, W. T. Marvin, C. D. Reinking, Hoyt Sherman, L. P. Sherman and R. W. Sypher. They held their first meeting at the old court house Saturday evening, October 25, 1851. The town continued under its own charter until the Legislature, in 1853, granted it an act of incorporation. The Sixth General Assembly, which convened December, 1856, incorporated the two towns of "Demoine" (on the east side of the Des Moines river) and Fort Des Moines as a city, which was called thereafter Des Moines, the prefix "Fort" being dropped.

The extent of the city boundaries was four miles east and west and two miles north and south, embracing an area of eight square miles.

The census taken in April, 1857, gave to Des Moines a population of less than 3,000. The census of 1890 gave to the city a population of 52,000, which has since increased to about 60,000.

For a number of years the city government was carried on in the now dilapidated structure at the northeast corner of Court avenue and Third street. In 1882, under Mayor P. V. Carey's administration, a fine city hall was constructed at an outlay of \$25,000 on the northwest corner of Second and Locust streets, and in the following year, 1883, a city building, including jail and engine house, was constructed on the east side of the river, on Walnut between Fourth and Fifth streets, at a cost of \$17,000. These buildings, while amply proportioned at the time, are now over-crowded and the constantly increasing demand for more room will necessitate the building of additional wings, at least on the West Side building, at no distant date.

The office of Mayor has been filled by the following-named citizens, commencing in 1853, the date of the city's organization, to the present time: 1853, B. Luce; 1854, L. P. Sherman; 1855, B. Granger; 1856, W. DeFord; 1857, to May 1st, C. W. Nash; 1857, W. H. McHenry; 1858, H. E. Lamereaux; 1859, R. L. Tidrick; 1860, P. H. W. Latshaw; 1861, Ira Cook; 1862, Thomas Kavanaugh; 1863-4, W. H. Leas; 1865-66-67, G. W. Cleveland; 1869, S. F. Spofford; 1869-70, J. H. Hatch; 1871, Martin Tuttle; 1872, J. P. Foster; 1873, G. H. Turner; 1874-75, A. Newton; 1876-77, G. H. Turner; 1878-79, George Sneer; 1880-81, W. H. Merritt; 1882-83, P. V. Carey; 1886-87, J. H. Phillips; 1888-89, W. L. Carpenter; 1890-91, J. H. Campbell.

On March 13, 1889, an ordinance was passed pursuant to the acts of the Twenty-second General Assembly, creating a Board of Public Works, consisting of two members, to be appointed by the Mayor, by and with the approval of the city council, for the term of three years. Mayor Carpenter appointed M. H. King and Martin Tuttle such board; but they were legislated out of office, together with all other city

officers, by the annexation law, passed by the Twenty-third General Assembly, and the present board consists of R. S. Finkbine and R. L. Chase, the appointees of Mayor Campbell. The duties of this board are to carry on all city improvements, such as used to be delegated to committees of the council.

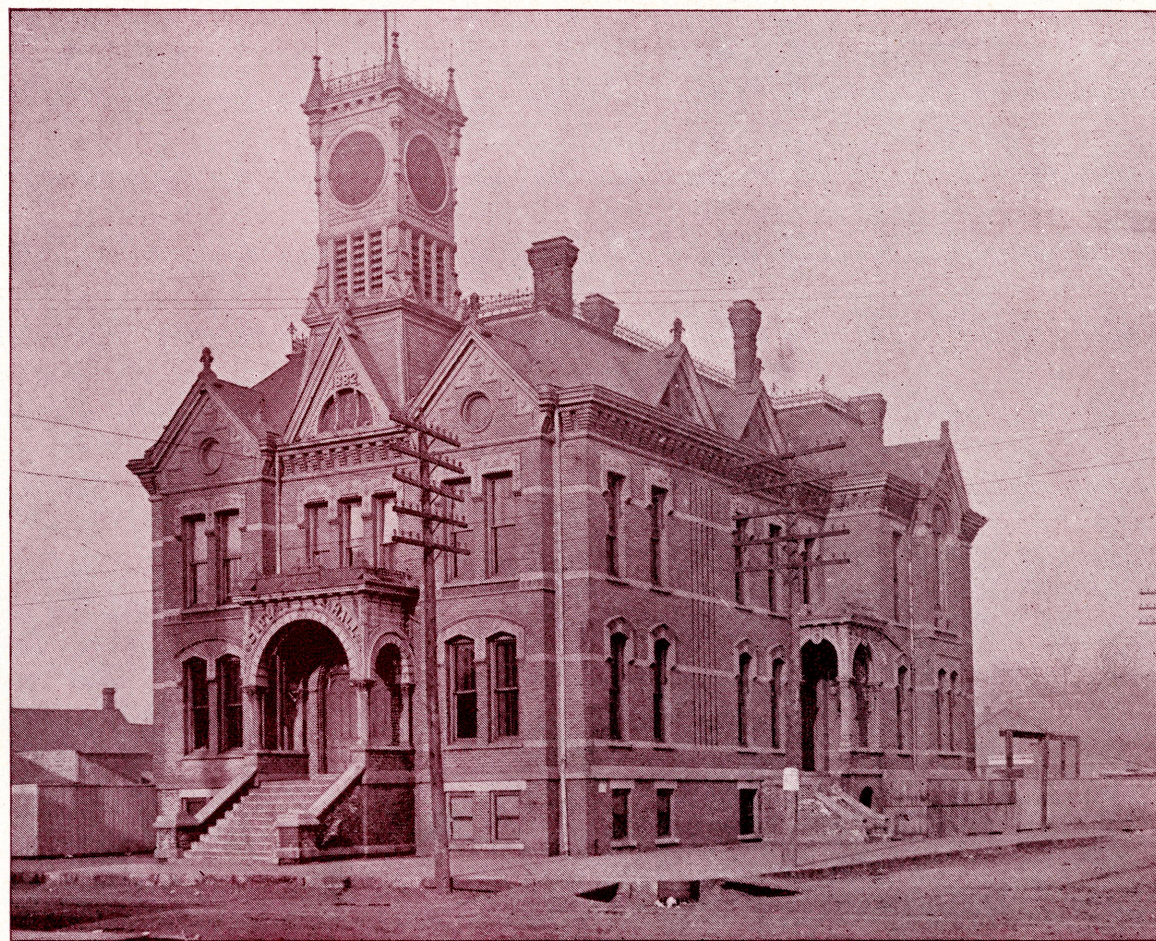
The contracted limits of the old city (eight square miles) had long ago been outstripped, and numerous suburban towns, with separate civil governments, sprung into existence. They were a part of Des Moines, and yet did not contribute their quota of taxes in support of the parent city. A number of enterprising citizens, backed by the powerful influence of the Commercial Exchange, worked systematically to annex these outlying suburbs before the census of 1890 was taken, and success crowned their efforts. The representations made by the Representatives and Senators from Polk county to the Twenty-third General Assembly resulted in the passage of what is known as the annexation act, and by this act forty-six square miles of territory have been added to the city of Des Moines, making it fifty-four square miles in extent.

MEMBERS OF COUNCIL.

At Large, Des Moines Township—I. E. Tone.
At Large, Lee Township—H. R. Reynolds.
First Ward—C. C. Lane.
Second Ward—Geo. W. Sheldon.
Third Ward—S. C. Wherry.
Fourth Ward—Conrad Youngerman.
Fifth Ward—J. P. Smith.
Sixth Ward—F. D. Hussey.
Seventh Ward—L. W. Barlow.

PRESENT CITY OFFICERS.

John H. Campbell, Mayor.
John J. Pederson, Treasurer.
Sam. W. Baker, Auditor.
Hugh Brennan, Solicitor.
W. H. Baily, Assistant Solicitor.
Matt R. Laird, Engineer.
B. Schreiner, Assistant Engineer.
R. B. Dennis, Clerk.
Wm. Lewis, Assistant Clerk.
Frank Eggleston, Police Judge.
R. C. Johnson, Chief Fire Department.
P. Lynch, Assistant Chief Fire Department.
Sol. Stutsman, Marshal.
Fred Johnson, Deputy Marshal.
Chas. E. Rossiter, Licensed Collector.



DES MOINES CITY HALL.

Park Commissioners, M. T. Russell, Jno. F. Rollins, George Lendrum.

Des Moines has a Federal building and postoffice, recently enlarged, which cost \$385,000.

The city has twenty three miles of sewerage, forty-five miles curbing, sixty-three miles water mains, twenty-five miles paving, thirty-five miles gas mains.

The State Agricultural Society's fair grounds represent an outlay of \$185,000, and the state fair, annually held in Des Moines brings thousands of people during the week to the city.

Real estate values are conceded exceptionally low, considering the rapid growth now taking place, and no city in the west offers more liberal inducements for investment. The northern suburbs have of late years grown as rapidly as any western city having on a full, high-pressure boom.

DO YOUR BANKING BUSINESS
WITH THE
Iowa National Bank,
DES MOINES, IOWA.

CAPITAL, - - - - \$100,000.00,
SURPLUS, - - - - 30,000.00.

OFFICERS.
H. K. LOVE, President. C. B. WORTHINGTON, Cashier.
GEO. A. DISSMORE, Ass't Cashier.

DIRECTORS.
O. H. PERKINS. H. K. LOVE. ISAAC BRANDT.
S. A. ROBERTSON. H. R. HEATH. N. G. HEDGES.
M. T. V. BOWMAN. H. A. ELLIOTT.

CORRESPONDENTS.
MERCHANTS NATIONAL BANK, Chicago. NATIONAL PARK BANK, New York.

1854. 1891.

G. W. Marquardt & Sons.,

WHOLESALE

DIAMONDS, WATCHES,
JEWELRY, SILVERWARE,
TOOLS, MATERIAL.

Manufacturing and Repairing. . . .

R. T. WELLSLAGER, Prest. J. S. CLARKSON, Vice-President.
V. F. NEWELL, Cashier.

DES MOINES ❖ ▷
◁ ❖ NATIONAL BANK,
DES MOINES, IOWA.

CAPITAL, \$300,000. SURPLUS, \$36,000.

SAFETY VAULTS.

GEO. G. WRIGHT, President. O. D. REINKING, Vice-President. A. J. ZWART, Cashier.

CAPITAL, \$50,000, PAID IN.
SURPLUS, \$22,500.

POLK COUNTY SAVINGS BANK.

CORNER
Fifth and Locust Streets.

DIRECTORS.
S. B. TUTTLE, L. S. SHERMAN, GEO. G. WRIGHT, C. D. REINKING.
FAYETTE MEEK, R. T. WELLSLAGER, J. A. ANKENY, J. H. WINDSOR.



MARQUARDT BLOCK.

G. W. MARQUARDT, President. B. F. KAUFFMAN, Vice-President. FRANK A. BAYLIES, Cashier.

The Marquardt Savings Bank

FIFTH AND LOCUST STS., DES MOINES, IOWA.

CAPITAL, \$50,000.

DIRECTORS
G. W. MARQUARDT, F. M. HUBBELL, B. F. KAUFFMAN, E. C. FINKBINE,
P. M. CASSIDY, J. G. BERRYHILL, HENRY WAGNER, W. O. CURTIS.

THIS Bank will do a Savings Bank Business strictly. Will pay interest on deposits and loan its money on Real Estate security, thus affording the very best security to its depositors. Especial pains will be taken to encourage deposits and accommodate depositors, large or small.

No. 2886.
THE VALLEY NATIONAL BANK,
DES MOINES, IOWA.
Capital and Undivided Profits, \$220,000.00.

J. J. TOWN, President. W. W. LYONS, Vice-President. WM. D. LUCAS, Cashier.

DIRECTORS.
IRA COOK, SAM'L B. TUTTLE, J. A. ANKENY, E. R. CLAPP,
W. W. LYONS, WM. D. LUCAS, CHAS. WEITZ,
J. K. GILCREST, J. J. TOWN.

CORRESPONDENTS.
CHEMICAL NATIONAL BANK, New York.
FIRST NATIONAL BANK, Chicago.
BANK OF COMMERCE, St. Louis.

M. STRAUSS, President. R. O. GREEN, Vice-President. J. W. GENESER, Cashier.

• • THE • •
State Savings Bank,
Northwest Corner Fifth and Walnut St.,
DES MOINES, IOWA.
CAPITAL • \$100,000.

DIRECTORS.
J. H. MERRILL, M. P. TURNER, R. O. GREEN,
J. H. PHILLIPS, M. STRAUSS, FRANCIS GENESER,
J. W. GENESER, J. R. ROLLINS, J. G. ROUNDS.

Peoples Savings Bank,
DES MOINES, IOWA.

AUTHORIZED CAPITAL, - \$200,000.00
PAID UP CAPITAL, - 50,000.00

OFFICERS
MARTIN FLYNN, Pres't. ADAM DICKEY, Vice-Pres't.
CHAS. H. MARTIN, Cashier.

DIRECTORS.
ADAM DICKEY, JOHN A. GARVER, MARTIN FLYNN,
A. SHEVERMAN, HY. SMITH, MARTIN TUTTLE,
O. H. PERKINS, W. R. WARFIELD, C. C. LOOMIS.

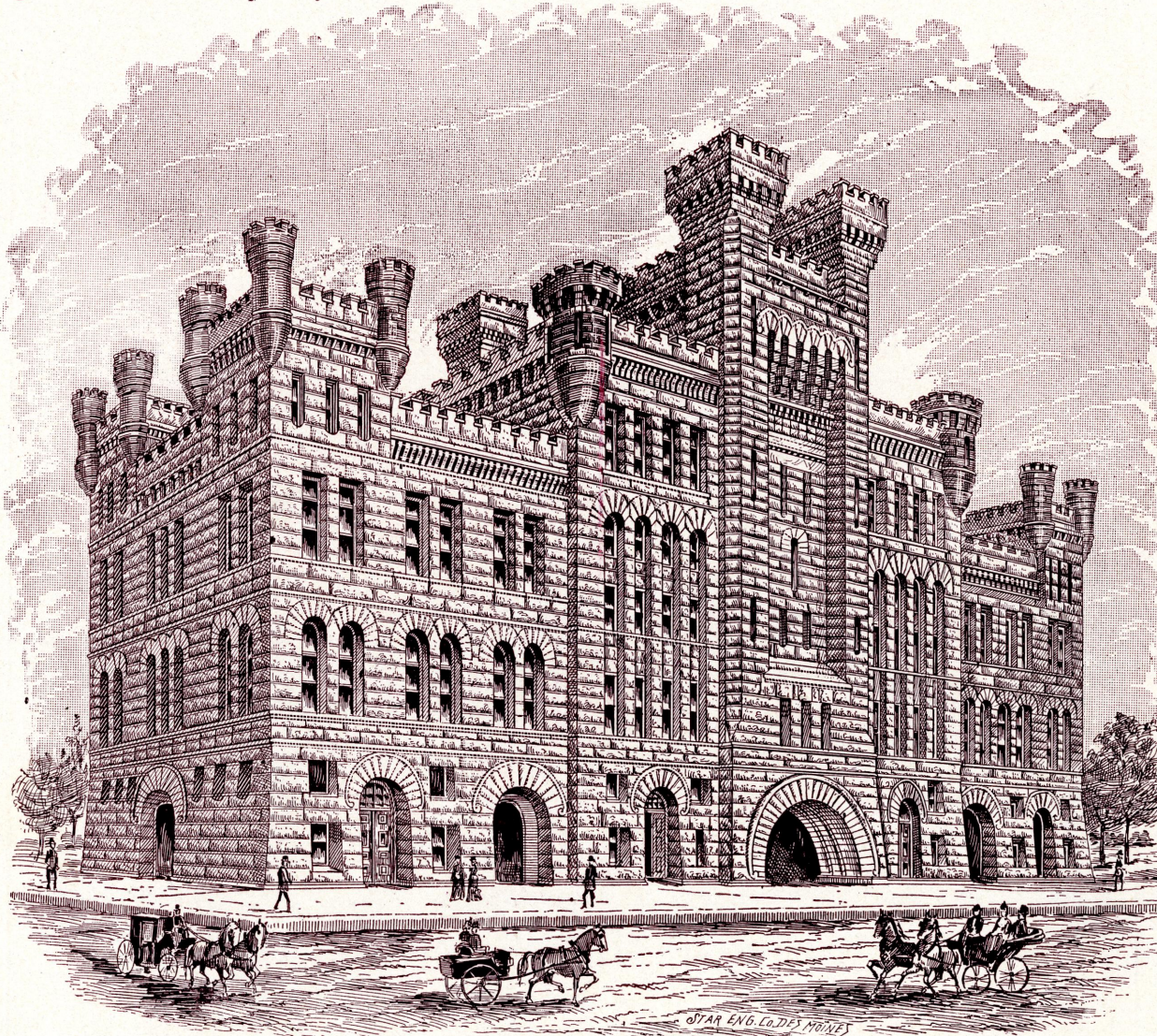
CITY OF DES MOINES

A GOODLY number of people who were enumerated in the first census of Des Moines, which was taken in 1846, are still living. There were then about 31 families and 127 persons, as shown by the census roll. In 1850 there were 502 inhabitants. In 1860 it was increased to 3,965. In 1870 the village had increased to 12,035. In 1880 showed up the largest city in Iowa with 22,696. In 1890, without padding or going to the cemetery for names, the population was found to be 53,496. Prophetic for the year 1900 is 100,250. This is a natural conclusion, as Des Moines has doubled its population every ten years. When in 1851 a vote was taken upon the question of incorporation there were 42 votes cast in favor and 1 against. It is supposed that the opposing vote is the leaven which has permeated a few croakers who have croaked unceasingly about the dismal future of our glorious city, and would not be comforted even though they were made rich by consequent increase of property. In the earlier years there were too many men who pulled harder at the neck-yoke than at the traces, and even today there are a few—getting fewer every year—who, when hitched to the progressive car, pull back, and when the car is pulled against them by the more willing workers, squeal and kick viciously. The Commercial Exchange and the "Great Reaper" have done much to remove these stumbling blocks from the great highway of progress, and the present year finds Des Moines with her loins girded for the race against time for a population of over 100,000 by 1900.

The people of Des Moines are to be congratulated on the rapid strides made during the past twelve months in all lines of business, and in all parts of the city, in the way of building improvements. In some of the statistics presented herewith the figures appear phenomenal, and they really are, but they have been made up after careful inquiry, and not in a single instance have they been distorted in the least, nor have any attempts been made to get up what is generally known as a "boom." The growth of the city has been of that nature that makes it a healthy one—one that goes to make up a solid city in every respect—the private buildings erected being of a good class and a permanent character, while those of a public nature are far in advance of those of previous years so far as workmanship, material and stability are concerned, the city having discarded the rapidly decaying wood pavement and in its stead adopted—what should have been done years ago—the substantial brick pavement, which will stand the hard test to which our streets are subjected, and in addition to this keep the money that is paid out from year to year for this improvement at home and furnish employment to scores of workingmen.

As a city of homes Des Moines has always held a pre-eminent position, and as such is known far and wide, and in keeping with the record of the past decade has erected the past year hundreds of elegant residences and adorned them with beautiful lawns, etc. This has not been confined to any one part of the city, but in all directions from the center they can be found in scores. Another prime factor in this part of the material growth of the capital city is the fact that fully nine-tenths of the private residences built are for the occupancy of their owners as homes, and they are at once convenient, tasteful and comfortable. There is probably not another city in the union, for its size, that contains so few so-styled

tenement blocks as this, but it is rather the rule that the tenant has a house and lot to himself—thus securing a breathing place for himself and family, a boon not vouchsafed to the tenement class in many cities. Notwithstanding the immense number of new houses erected during the year just passed, there has been more than a corresponding increase in population, for it is a well known fact that it is next to impossible to rent a house such as would be wanted by a family of even moderate means. By actual count the number of vacant houses is now very much less than one year ago, and these are, as a class, old buildings that contain no conveniences and have long outlived the days of usefulness, but they will soon have passed away and their places be occupied by substantial modern structures.



PROPOSED PYTHIAN TEMPLE.

The year 1890 was a propitious one for Des Moines in the way of both private and public improvements, but we can only enumerate a few of the more prominent features which a careful research about the city has brought forth. Besides the erection and improvement of 580 buildings for private use, at a cost of \$2,365,450, there has been erected quite a number of business blocks, besides large outlays of money for additions to others. The city has done a considerable amount of brick paving, curbing, sewerage, etc., the total of which

amounts to the neat sum of \$172,590.51, but this sum is an insignificant one when compared with the amount expended by the Electric Street Car Company, which foots up \$848,535.41. The railroads have also contributed their mite in the way of improvements to the amount of \$123,000, while the gas and electric light and power companies have expended no less than a quarter of a million of dollars in the extension of lines, new buildings, etc. The water company has expended \$90,000, the telephone and telegraph companies \$61,700, State Agricultural Society and exhibitors \$27,000, and the Zoological Gardens \$12,000. Among the building improvements we mention the Essex, the Marquardt, Electric Street Railway power house, the Des Moines Edison Company's new plant, the Des Moines Brick Manufacturing Company's new plant, the Goode, Turner, Kennedy, Percival & Hutton, Boyd and Clapp blocks.

Every indication goes to show that there will be a far greater amount of building done in the coming twelve months than for any like period in the history of Des Moines. This will not be confined merely to the erection of a great number of private dwellings, but will embrace numerous elegant and costly business blocks and factories, besides churches, educational buildings, etc. Already many plans and specifications have been made and adopted; some have progressed to that point where bids for construction have been asked for, and in other cases contracts have already been let and materials secured. As a class the business blocks will be much larger, more ornate and far costlier than any heretofore erected in this or any other city of Iowa, and will compare favorably with any in the West. There are several building projects being talked of at this time that have not yet reached that point where announcement can be made, but that they will soon take definite shape there is hardly a doubt.

PEOPLE EMPLOYED AND WAGES PAID.

Traveling salesmen.....	453
Accountants, mechanics, etc. (male).....	5,439
Accountants, typewriters, operators, etc. (female).....	1,017
Total.....	6,909

The salaries and wages paid these employes aggregated the past year the sum of \$3,468,318.

MISCELLANEOUS BUSINESS.

	Amount.	Increase.
Pension office disbursements.....	\$ 6,323,209	\$ 861,209
Internal revenue receipts.....	26,000	3,000
Electric Light Company's power and light.....	113,450	
Capital City Gas Company, gas.....	124,200	20,700
Grain business.....	960,000	185,000
Live stock.....	776,940	228,980
Total.....	\$ 8,323,790	\$ 1,301,889

RECAPITULATION.

Building and other improvements.....	\$ 3,534,063.68
Real estate transfers.....	10,881,118.79
Manufactured articles.....	\$ 13,152,156
Jobbing trade.....	28,848,741
Insurance premiums.....	1,777,594
Coal output.....	1,064,085
Postoffice receipts.....	135,659
Miscellaneous business.....	8,323,799
Total.....	\$ 135,659,058

POSTOFFICE BUSINESS.

Stamps, envelopes, postage, etc., sold.....	\$ 132,215.27
Box rent collected.....	1,832.40
Domestic and foreign money order fees.....	1,214.78
Postal note fees.....	396.63
Total.....	\$ 135,659,058

THEO. M. WALKER,

23 YEARS EXPERIENCE

IN THE
REAL ESTATE BUSINESS.

❖ ❖ BUYS, SELLS, EXCHANGES. ❖ ❖

Santa Fé Route

ATCHISON, TOPEKA & SANTA FÉ R. R.

FOR
KANSAS, COLORADO, UTAH,
OREGON, CALIFORNIA, ARIZONA,
NEW MEXICO, INDIAN TERRITORY, TEXAS
AND OLD MEXICO.

J. J. BYRNE, A. G. P. A. S. M. OSGOOD, Gen'l Agt. GEO. T. NICHOLSON, G. P. & T. A.
Chicago, Savery House, Des Moines, Ia. Topeka, Kansas.

N. C. TOWNE.

H. M. McFARLAND.

TOWNE & McFARLAND,

Real Estate and Exchange Brokers.

CLAPP

BLOCK.

No. 220 Fifth Street.

DES MOINES, IA.

THE
Equitable Life Ins. Co.
OF IOWA.

Admitted Assets, December 31, 1890, \$765,319.09
Liabilities (4 per cent Actuaries Table), 541,974.81
Surplus to Policy Holders, 223,344.28
Deposited with the State Auditor, 640,331.10

LARGEST DEPOSIT Made by any company in the United States to secure its Policy Holders.

RATE OF INTEREST Earned in 1890, 7.43 per cent.

INTEREST EARNED In 1890 paid 90.58 per cent of all Expenses, Taxes and Death Losses—an unequalled record.

HAS \$141.00 OF ASSETS

FOR EACH \$100.00 OF LIABILITY.

IT IS A HOME COMPANY

And Solicits Your Patronage.



SAVERY HOUSE

R. T. C. LORD,
Real Estate Broker

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CITY PROPERTY AND MERCHANDISE.

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Write full Description in First Letter. Correspondence Solicited.

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HIGHLAND PARK Normal College has been built by the following named gentlemen, who organized themselves into a company, in the spring of 1888, for that purpose, under the corporate name of the Oak and Highland Park Improvement Company: E. J. Goode, President; L. M. Mann, Vice President; W. W. Fink, Secretary; George C. Newman, Treasurer; L. W. Goode, Fred. D. Goode, E. T. Likes.

The founders of this school are all business and professional men, who have undertaken the work with the idea of inaugurating a new school from which the young of both sexes can go out into the world thoroughly equipped, both mentally and physically, for the duties of life. In other words, they have drawn from their own observation and experience the fact that the ordinary college course, though very desirable in itself, has proved, as a rule, but a poor preparation—and even a disqualification—for the serious business of life.

So they propose, along with the regular collegiate course, to provide the amplest facilities for the acquisition of practical business knowledge—for thorough business, professional, scientific and mechanical training. It is a school for specialists in the arts and sciences, with specialists for instructors. There are normal and commercial departments of the highest grade, departments of engineering, telegraphy, stenography, typewriting, medicine, law, music, painting, design, and, in short, it is the aim to furnish, so far as possible, the best facilities to the greatest number for acquiring a thorough training along the line of individual fitness, adaptability and taste.

For instance, taking a practical view of the wonderful science of electricity, and seeing, along with the tremendous revolution it is working in the mechanical and scientific world, the great need for a more general study of the subject by the young of to-day, who will be the investigators, scientists, mechanics and inventors of to-morrow, they established a department for the study of electric science and its application to the mechanic arts. It is fully equipped with the necessary apparatus, furnished with power from the plant which lights the building, and under the charge of a skilled electrician.

Thousands of brilliant young men and women have finished their college course and

HIGHLAND PARK NORMAL COLLEGE.

LOCATED IN THE CENTER OF HIGHLAND PARK,
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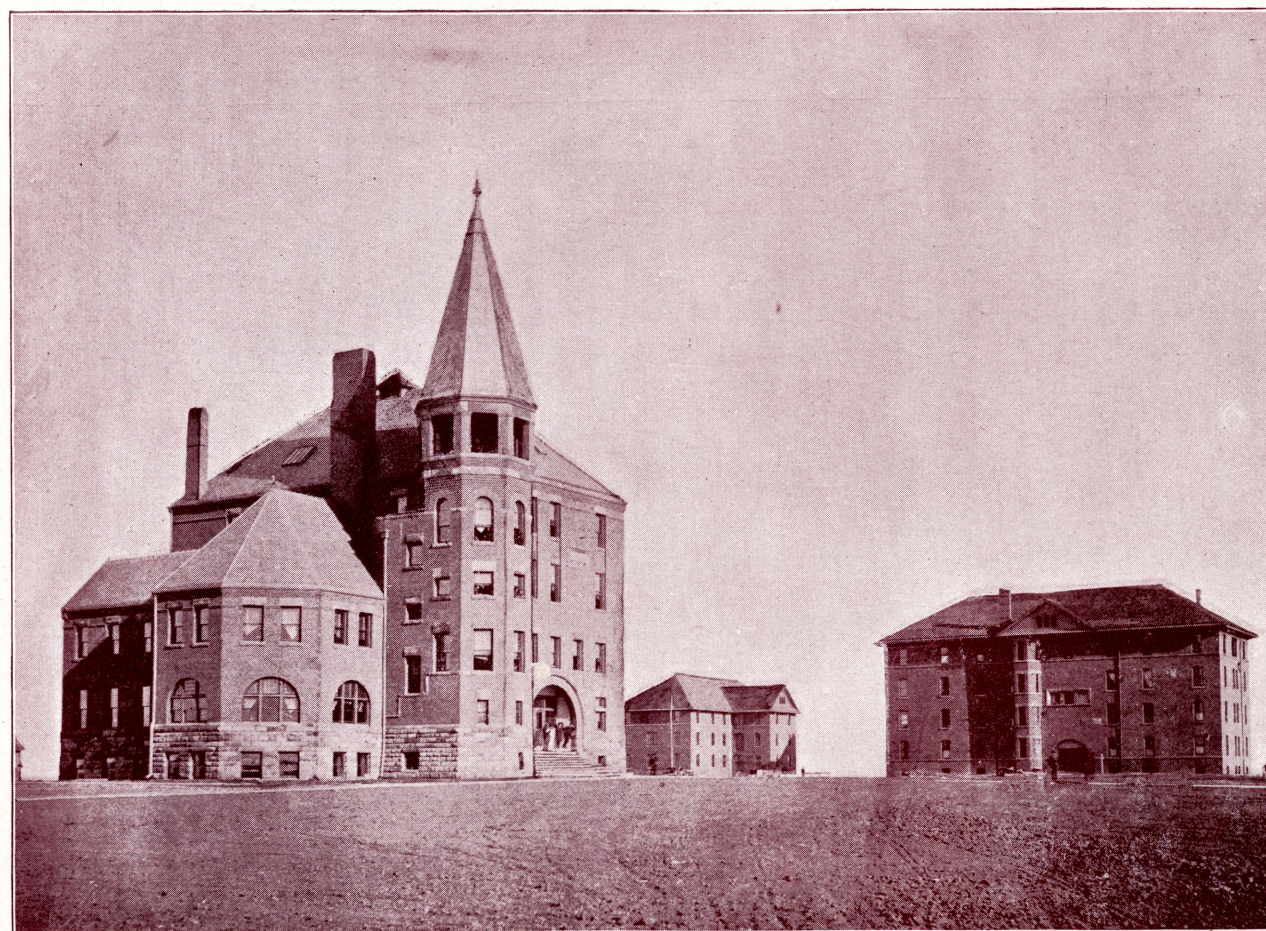
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gone out into the world with brains stored with costly knowledge—costly because it was the price of ill health and broken constitution. In this college, physical as well as mental training is compulsory under careful rules and restrictions suited to each individual want—not for the purpose of turning out athletes, but for building healthful, well-developed bodies, the homes of vigorous, cultivated minds.

Such, in brief, are the objects of the founders of this school in Highland Park. The future alone can decide whether their efforts will prove successful. None of them expect nor desire to live to see this enterprise attain its highest power and usefulness, but rather that it may grow and increase in power long after they have lived their allotted time and gone to their rest.

In choosing the faculty the plan has been to find persons in representative institutions who were making a decided success of their work in certain lines and secure them regardless of cost.

There has been expended in completing the main building \$50,000; equipment, \$35,000; the various halls, boiler house, steam plant, grading and sidewalks foot up a total expenditure of \$214,600. The college has upwards of 500 students in daily attendance and is doing excellent work. The total outlay will reach \$250,000. It is known that the men standing behind this magnificent enterprise, and who have done so much toward building up the city, have merely commenced on what to them means a life-work. They will go on improving this property, stand back of it with both money and brains, and ever take a pride in doing something which they feel will be of utility and lasting benefit to the rising generation.

The large campus area and the distance between the dormitories preclude the grouping of all in one picture. The engraving on this page shows the college and two of the main halls; three others lie behind the college building, and fine cement walks now surround the structure. It is an enterprise of which Des Moines may well be proud, and its success is phenomenal.

For terms and all information, address,
O. H. LONGWELL, A. M. President,
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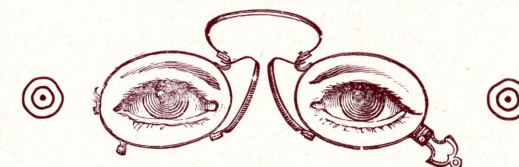
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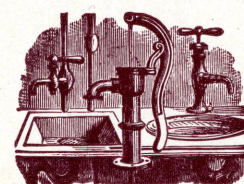
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DES MOINES, IOWA.

FINANCIAL SUMMARY, INSURANCE, ETC.

THE FINANCIAL INTERESTS.

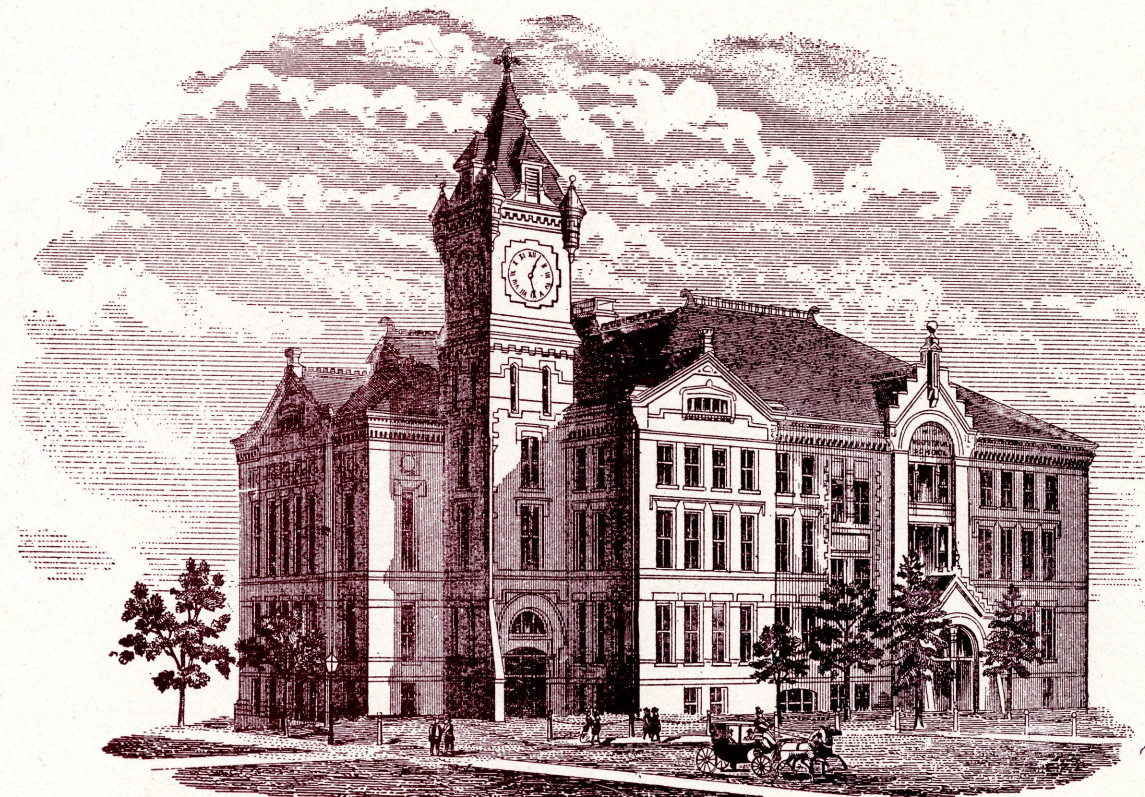
DES MOINES is unquestionably the financial center of the State, and her banks are recognized all over the country for their soundness and stability, having been, without exception, from the very start managed by careful, conservative financiers, who are adding to their surplus every year. The capital has been invested by our own citizens, which makes them free from the entanglements quite frequently brought about by the fluctuations on Wall street. During the recent troublesome times in many of the larger cities our financial institutions have stood as firm as a rock—ready at all times to meet their engagements, and not standing trembling and not knowing what a day might bring forth. Des Moines has been virtually built up within herself—that is, the money that has gone to make her improvements has been furnished by home men, and not by Eastern capitalists—so she is not heavily indebted to the East, as are so many of our Western cities, which makes her credit both at home and abroad far ahead of many of her neighbors. While at the present time there is a great scarcity in the money market all over the country, there is no city in the country that is feeling it less than ours. During the past year two new financial institutions have been added—one a savings bank and the other a private bank. Besides this, our many loan and trust companies are strong, well officered and doing a large and increasing business.

* * *

There are few, if any, cities of a like population so well supplied with banking facilities as Des Moines, and these sound institutions of the city have exercised an important influence in promoting the prosperity that now is our blessing. Our financial institutions are handled by men of well known integrity. All officers and directors are, and have been for years past, well known for their ability and conservativeness. Many have held positions of honor and trust under the state, city and county. With well directed liberality, never amounting to recklessness, they have been the promoters or subscribers to all measures calculated for the city's advancement, and much more credit is due them than is generally the case in other cities. All are on a good, sound financial footing—and the wild-cat bank is a thing unknown. There are in active operation four national, one state and six savings banks, besides a half dozen strong loan and trust companies, also private bankers, brokers, etc. The capital and surplus amounts to about \$4,000,000, with deposits ranging up to \$6,000,000. A number of financial institutions will be added during the year, and the great bulk of the capital composing them will be furnished by residents of the Eastern states. A national bank with a paid up capital of half a million dollars is said to be assured, and the Union Redemption Bond Association will soon begin operations.

INSURANCE.

More capital is employed in the insurance business in Des Moines than in any rival city. The city is frequently referred to as "the Hartford of the West." The home companies, exclusive of fraternal assessment organizations, are divided as follows: Fire and lightning, 6; life, 6; accident, 1; live stock, 1; mill owners (fire), 1. The total assets amount to \$3,500,000. These companies give employment to about 325 people, not including officers or agents. The business of the companies is confined chiefly to the State, although one company maintains branches in some of the western cities. All the leading foreign companies have their representative here, and not a few control either their northwestern or Iowa business through the Des Moines branches.



WEST SIDE HIGH SCHOOL BUILDING.

The year 1890 was quite a disastrous one in the number of fires and the amount of property destroyed, but we are glad to note that our home fire insurance companies have escaped the large losses sustained by companies of other states, and this is brought about by the conservation of the home officers, who will place no large lines in cities or upon hazardous risks. As a general thing our companies confine their risks to Iowa business, and this is appreciated by our State people by placing their insurance with them; and so, almost without exception, the home companies report a material increase during the year in the amount of premiums received—said increase for the fire companies alone showing \$109,011. The life companies of the city are growing right along from year to year, and they have received \$110,116 more

in premiums than for the preceding year. The one accident company has more than doubled its business, and the live stock company shows a gain of \$12,000, or about 20 per cent.

	Premiums.	Increase.
Fire.....	\$ 1,126,805	\$ 109,011
Life.....	580,749	110,116
Accident.....	13,000	7,500
Live stock.....	57,000	12,000
Total.....	\$ 1,777,554	\$ 238,627

This embraces only the premiums received by home companies that have their main offices in this city.

THE SAVERY HOUSE,

At the northwest corner of Fourth and Locust streets, was thrown open to the public July 3, 1858, and ranks easily as the best hotel in the city, and for that matter in the West. It was built and is still owned and run by the Savery Hotel Company. Situated within three blocks of the principal railroad depots, it is convenient of access to travelers. It occupies in extent nearly half a block, is six stories high, and has about 200 good rooms, practically fireproof. The superstructure is of St. Louis pressed brick, with brown stone trimmings. The entrance arch is massive and imposing, leading to the main lobby, which is both highly ornamental and of generous proportions. All the accessories of a first class hotel are within reach from this main floor—elegant writing and reading rooms, billiard room, wash rooms, reception rooms for ladies and a private entrance from street, bath rooms and barber shops, cigar stands, etc. A finely carved oak staircase leads to the main corridor which runs around the main lobby and is supported by a number of handsome bronze and gold columns. On a level and leading from this corridor are the magnificent dining room, the ordinary, club room, ladies' reception rooms, parlors, and suites of apartments. The furniture and equipments of the rooms are in harmonious coloring and of rich upholstery.

* * *

In every room throughout the house the ventilation is perfect, special attention having been given to this feature. The Hotel Company has always paid special attention to cleanliness and has recently expended large sums in repainting and decorating the house. The sanitary condition of the house is as perfect as modern science can make. In addition to all this luxurious magnificence, the patrons of the Savery are furnished with a liberal bill of fare, the best and most attentive service, and a newness and cleanliness in everything, at rates of from \$2.50 to \$4.50 per day. The Savery is at once a haven of rest and a palatial home for the traveling public. That the public appreciates this is apparent from the fact that the hotel has been a financial success from the first and has a large and constantly increasing patronage.

The Lewis Investment Co.,

316 FIFTH STREET.

CAPITAL AUTHORIZED, - - - \$400,000.
CAPITAL PAID UP, - - - 130,000.

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ROBT. B. MAYNARD, Secretary. LEWIS & ROYAL, Attorneys.

Negotiates Real Estate Loans, deals in Bonds and Warrants of Counties, Cities and School Districts and Real Estate Mortgages.

Central Loan and Trust Co.,

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DES MOINES.

Paid-up Capital, - - - \$200,000.

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OF DES MOINES, IOWA.

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J. H. Merrill, W. D. Lucas, Ira C. Calef,
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M. T. V. Bowman, Fayette Meek, T. S. Wright,
S. B. Tuttle, J. H. Windsor, John R. Rollins,
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The Debentures issued by the Iowa Loan and Trust Company are its direct promises to pay, are thoroughly secured by First Mortgages on Real Estate in addition to its Capital and Surplus, making them one of the safest and best Securities offered to Investors, who prefer Solvency to high rate of interest.

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Company Incorporated in February - - - 1872.

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Management Conservative and its Liability Limited by Law.

Iowa Loan and Trust Co.,

DES MOINES, IOWA.

CASH CAPITAL, - - - \$3,000,000.

SURPLUS EARNINGS, - - - 200,000.

Loans Money upon First Mortgages on Real Estate and Issues its Debentures secured thereby. Negotiates Municipal Bonds, Warrants, Etc. Acts as Trustee for Corporations or Individuals, and Exercises all Powers and Trusis usually delegated to such Companies.

JOHN M. OWENS,
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L. C. RAWSON, Secretary.

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W. W. FINK, Sec'y Highland Park Land Co., Des Moines, Ia.
O. P. WRIGHT, Cashier Marion Co. Nat'l Bank, Knoxville, Iowa.
C. E. RAWSON, General Manager, Des Moines, Ia.
T. M. LANGAN, Wholesale Paper Dealer, Des Moines, Iowa.
L. C. RAWSON, Secretary, Des Moines, Iowa.

BIOGRAPHICAL.



JAMES JORDAN.

JAMES CUNNINGHAM JORDAN was one of Polk County's oldest pioneers having pitched his tent in Walnut township in September, 1846, on the exact spot where a rude cabin was soon reared, which was followed in after years by a more pretentious farm house. He was of hardy, vigorous stock, having been born in the Old Dominion, March 4, 1813. The family is an old and honored one, and dates back to colonial times in the history of our country. His early life was one of hardship, such as was the common lot of farmer boys. Much hard work, little recreation, homespun clothes, and a few winter terms of district school. When he was nearly of age the family removed to Fayette County, Virginia, and from there to the Territory of Michigan, settling near Niles. He was married four years later to Miss Malinda Pitman, of Knox County, Ohio. Six children were born to them—Benjamin P., Emily Agnes (now Mrs. Dr. Hanawalt of Des Moines), Henry Clay, John Q., James F. (who was the first white child born west of Des Moines, in Polk County,) and George B. Jordan. Soon after his marriage he moved to Platt County, Missouri, and to Iowa in September, 1846. The two burr oak trees which threw their sheltering boughs over his tent and cabin still stand, and by reason of early associations were very dear to him. His cabin soon became well known, and many weary passers-by, seeking a home farther west, were rested, fed and encouraged by the hearty welcome he gave if they were worthy. Many pioneers have had reason to thank "Uncle Jimmy" Jordan for kindness simply but heartily offered in the goodness of his heart. His history is written in the hearts of his friends, in his trees, and in the sheltered nooks where grew the earliest spring flowers. His memory often went back to his rude cabin and the happy days of pioneer life when contentment sat at his humble board an honored guest, and when the heart was raised to the Giver of all good, as in the after days of prosperity. He was a magnanimous man, according to all men the right of opinion and maintaining his own with a courteous dignity. In the after years of his life he gained, by diligent study, an excellent knowledge of sacred, profane, modern and political history which was quite a surprise to many who discussed these questions with him. His memory was quite wonderful, as he retained dates and facts with great distinctness. He was a very modest man, full of good works. He loved all that was bright and beautiful in life. Flowers charmed his eye and music was a source of unbounded happiness to him. He was a lover of the old flag and all that it represented. He was a devout Methodist, and to his help in time of need this denomination is indebted, in the earlier as well as the later years of its history in Polk County. In 1855 Mr. Jordan lost his

wife and was wedded the following year to Cynthia Adams, of Canandaigua, N. Y. Five children were born to them by this union, two of whom died in their early years. Those remaining are Mrs. John P. Cook, Calvin S., and Edward Jordan, a student in Dr. Hanawalt's office. Mr. Jordan rounded out a well spent life and died, as he wished to, suddenly, with his armor on. At the dedication of the Walnut Hill M. E. church, Sunday, March 1, 1891, he was present by the earnest solicitation of his friends. The house was well filled and in the audience were most of his children. Dr. Newman had just commenced the dedicatory sermon, saying that it was not a concert nor a dancing hall they had assembled to consecrate. Mr. Jordan responded, "No, nor a saloon." He had scarcely uttered the words when his head fell forward, and before a hand could reach him paralysis had forever stilled his noble heart. There was probably never an old settler in this county whose obsequies were honored by the presence of so many friends of forty-five years standing. The room in which he lay in placid sleep, amid the flowers he had loved in life, was well filled by friends who had known him from his earliest settlement in the county, and who had, in common with himself, helped to make the "wilderness blossom as the rose." The service "Dust to Dust" was read, the Lord's prayer was repeated in unison, and he was left to sleep in peace in that beautiful spot where the early spring flowers he loved will bloom again; where the wild birds will carol their songs of love, and where old friends will wander in memory to him whose life was spent in kind deeds and loving services to his fellow men.

FRANK D. JACKSON, ex-Secretary of State, was born January 26, 1854, in Arcade, Wyoming County, New York. In May, 1867, when he was but thirteen years of age, with his mother he moved from his New York home to Jesup, Buchanan County, Iowa, his father, Lieut. H. W. Jackson, at the time being employed in the War Department at Washington, D. C. His early education received careful attention, and after leaving the village school at Jesup he took a thorough course of study at the Iowa Agricultural College at Ames. From there he entered the State University at Iowa City and in 1874 graduated from the law department of that institution, in which so many of Iowa's distinguished sons have been educated. In this matter his natural ability and love of study is illustrated, as he was not yet of age when he received his commission to practice law.

Like all sensible young men, Mr. Jackson concluded not to be placed on the list of "old bachelors," and on November 8, 1877, married Miss Anna F. Brock, of Council Bluffs, a woman whose noble qualities demand the respect of all who



F. D. JACKSON.



ISAAC BRANDT.

know her. Mr. Jackson commenced the practice of law at Independence in 1876, and in 1880 moved to the town of Greene, in northern Butler County, where he at once built up a large and lucrative law practice. For the past several years he has taken an active part in the politics of Iowa, being a strong factor in the Republican party. During the Nineteenth and Twentieth General Assemblies he was Secretary of the Senate, being then but twenty-six years old. In the hot political contest of 1884 he was the candidate on the Republican ticket for Secretary of State and was elected by a majority of 21,000 votes over his opponent. The duties of his office were so faithfully discharged that he was re-nominated and again did the people show their choice by electing him by a majority of 14,800 votes. Two years ago he was again nominated and again elected, by over 30,000 majority.

On December 15, 1890, Mr. Jackson was elected to and accepted the presidency of the Royal Union Mutual Life Insurance Company, that deservedly popular young company which has for its motto "In all that is good, Iowa affords the best."

ISAAC BRANDT commenced his residence in Des Moines in 1858. He was born in Lancaster, Ohio, in the year 1827. Receiving his early education in the schools of that city, he graduated from Williams College in 1849, and the same year married Miss Harriett Wisely. They went to Audubon, Indiana, in 1850. He was elected Sheriff of De Kalb County, Ind., and served two years with eminent satisfaction and distinction. He has always been a staunch Republican and was appointed Assistant State Treasurer in 1867 and served for six years in this capacity; was elected to the General Assembly in 1873 and was made Chairman of the Ways and Means and of the Committee on Cities and Towns; was in the City Council in 1877 and was chosen as Mayor pro tem. Mr. Brandt was one of the original Abolitionists and a personal friend to John Brown. He is a much respected and enterprising citizen and is the present postmaster of Des Moines.

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To Mature at the end of either 15 or 20 Years. It
 may be cashed at maturity, or extended at
INTEREST.

It is paid for in Installments, and is therefore of
 Special Advantage to Young Men whose Savings are
 small, and to men of wealth who have surplus income
 to invest

It is the safest of investments, combined with the
 most liberal form of assurance extant

GEO. H. BURFORD, President.
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THE
UNITED STATES LIFE INSURANCE
 1850. IN THE CITY OF NEW YORK. 1891.



RECORD FOR 1890.
 INCREASE IN ASSETS.
 INCREASE IN SURPLUS.
 INCREASE IN POLICIES ISSUED.
 INCREASE IN BUSINESS WRITTEN.
 INCREASE IN INSURANCE IN FORCE.

Examine the Manifold Advan'ages of the "LOW RATE
 TERM PLAN" of this Company.

The marked success already achieved by this plan, shows that it
 fills a want long felt by the insuring public.

GOOD AGENTS WANTED.

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CAPITAL INSURANCE CO.,

OF DES MOINES, IOWA.

INSURES AGAINST

FIRE, LIGHTNING, CYCLONES AND TORNADOES.

The Safe Deposit Vaults in the Equitable Building are the Most Secure in the World.

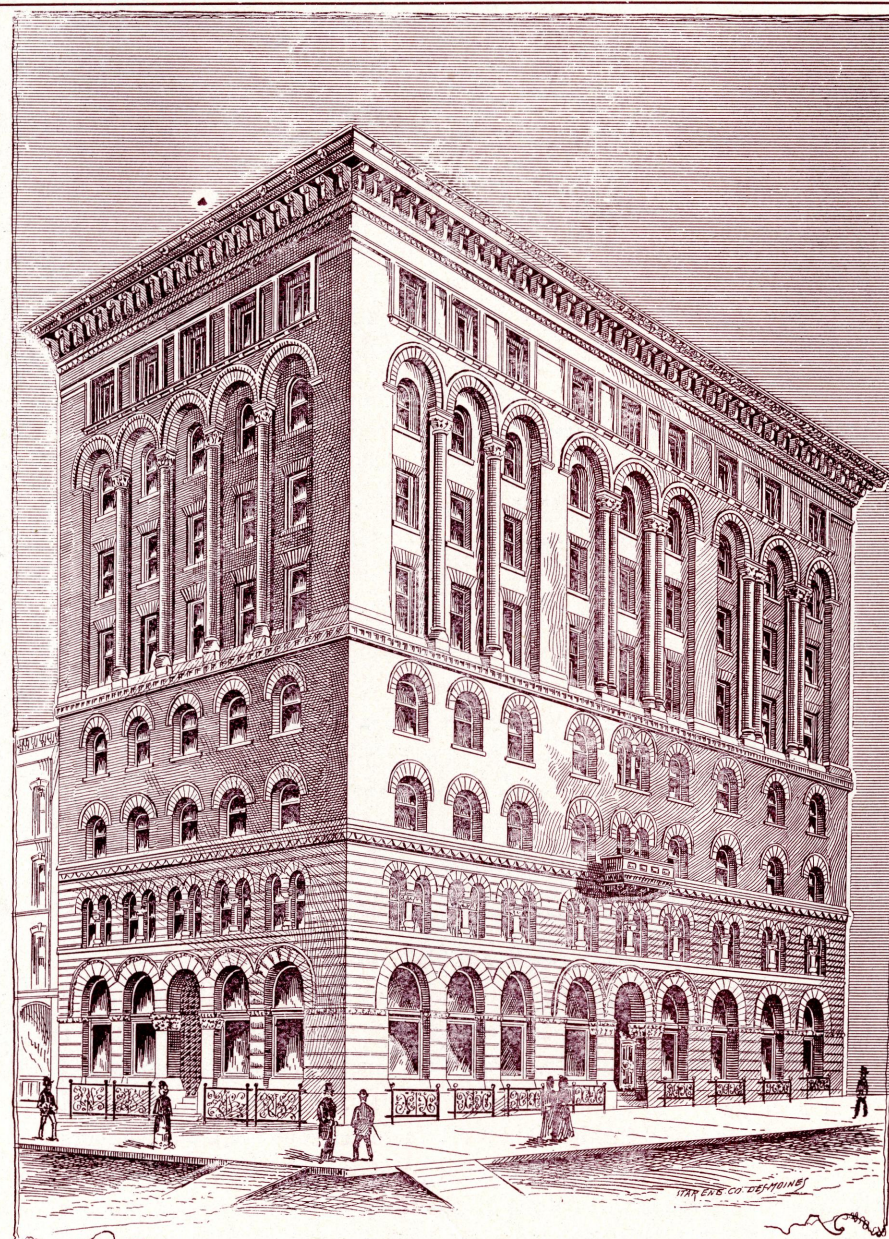
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EQUITABLE LIFE ASSURANCE SOCIETY,

No. 120 BROADWAY, NEW YORK.

DURSTINE & HAMILTON, STATE MANAGERS,

Nos. 51 and 53 Clapp Block.

Des Moines, Iowa.



EQUITABLE LIFE BUILDING.

In all that is Good, Iowa affords the Best.

CHARTERED 1886.

ROYAL UNION MUTUAL
LIFE INSURANCE COMPANY.
 OF DES MOINES, IOWA.

Northwestern Mutual
 LIFE INSURANCE COMPANY.
 Of MILWAUKEE, WIS.

H. A. Munger, General Agent, - Cedar Rapids, Iowa.

Paid to Policy-Holders since Organization

(32 years) and held for them, - - \$ 95,153,512.80

Total Premiums Received, - - - 84,559,800.96

Excess of Assets and Payments to Policy-

Holders, - - - 10,593,711.84

THE enormous difference in the cost of Northwestern
 policies and the wonderful superiority of the North-
 western in affording investment results, as compared
 with other companies and shown by the publication of
 thousands of policy histories.

**PROVE THAT INTERVIEWS WITH NORTH-
 WESTERN AGENTS ARE OF UTMOST
 IMPORTANCE.**

The reader who contemplates securing a life insur-
 ance contract of whatever kind or nature, can save hun-
 dreds if not thousands of dollars, by sending his date of
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H. B. HAWLEY, Gen. Dist. Agt.

DES MOINES, IOWA.

IN ALL THAT IS GOOD, IOWA AFFORDS THE BEST.

CHARTERED 1886.

Royal Union Mutual Life
INSURANCE COMPANY.
 DES MOINES, - - IOWA.

An Old Line Level Premium Company, writing all the most desirable forms of
 Endowment, Term and Non-forfeitable Tontine Policies.

**POLICIES WITH CASH SURRENDER OR PAID UP INSURANCE VALUES
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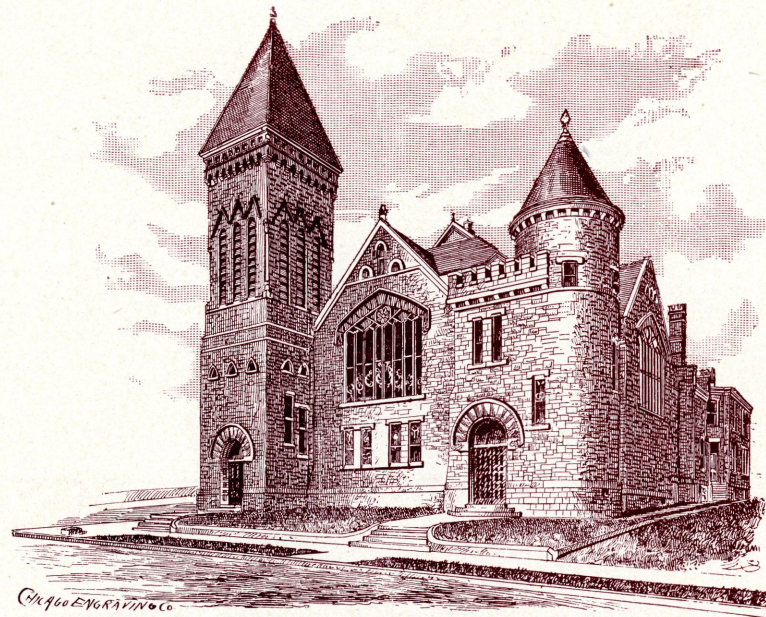
Net Value of all Policies deposited with State of Iowa in Non-perishable Security

OFFICERS.

FRANK D. JACKSON, President.
 G. B. PRAY, Treasurer.

SIDNEY A. FOSTER, Secretary.
 JNO. R. PRINCE, Ass't Secretary.
 JAMES TAGGART PRIESTLEY, Medical Director.

COAL INDUSTRY.



CENTRAL CHURCH OF CHRIST.

THE coal mining industry of Des Moines is one of the city's chief interests, as there are no less than twenty mines within or adjoining the corporate limits of the city. The total output of these city mines was, in 1889, 659,004 tons, while in 1890 it was 698,478 tons, or an increase of 39,474 tons for the past year. This plainly shows that the industry is constantly growing, and will continue to do so for years to come, because the whole of Polk County is underlaid with no less than three veins of minable coal, and only a beginning has as yet been made when one considers the whole acreage within the limits named.

The price of coal, delivered, during the winter of 1890-91 has been:

	Wholesale.	Retail.
Lump and range.....	\$ 2.00	\$ 2.50
Nut.....	1.75	2.25
Chestnut.....	1.50	2.00
Slack or steam.....	.50	.75

The price for several winters has averaged about the same, and has never been higher.

The slack or steam coal, at 50 cents per ton, will produce within from 7 to 15 per cent of as much steam as the best lump coal, and is used by every manufacturer in the city. By actual figures obtained one year ago, steam coal per horse power was costing certain cities as follows:

	Coal per Ton.	Cost per H. Power.
St. Paul.....	\$3.00	\$.081
Omaha.....	2.25	.068
Kansas City.....	2.25	.068
Des Moines.....	.50	.0158

Fuel is now higher in proportion in the other cities named than it was then. The deduction from the figures is, that fuel for steam

purposes costs in Des Moines less than one-fifth what it costs in St. Paul, and but about one-fourth what it costs in the other cities.

Its actual value for steam producing purposes as shown by a trial test, is from 85 to 93 per cent of the value of lump coal; that is, 50 cents worth of this fuel will create within from 7 to 15 per cent as much steam as \$2.00 worth of the larger coal.

In a scientific test made recently, this 50 cents per ton fuel evaporated nine pounds of water for every pound of coal used. In a test of boilers at Philadelphia in 1876, the highest result in pounds of steam per pound of coal was 12.131. When it is considered that to get this result the best boilers and fuel that could possibly be had were used, the real cheapness of steam in Des Moines, as compared with other cities, will be realized.

It must be borne in mind that fuel for all other purposes is also cheaper in proportion in this city, the following being comparative prices for the same qualities at retail:

	Lump.	Nut.
St. Paul.....	\$4.50 @ \$5.00	\$4.00 @ \$4.50
Omaha.....	4.50 @ 5.00	4.00 @ 4.50
Kansas City.....	4.00 @ 4.50	4.00 @ 4.50
Des Moines.....	2.25 @ 2.50	2.00 @ 2.25

Many inquiries have been made in regard to the quality of the Des Moines coal for the manufacture of iron; the State Chemist, who has made several analyses from the different mines and veins, authorizes the statement: "All coal needed for gaseous or direct (solid) fuel for the manufacture of merchants' iron can be procured from our city mines."

FUEL GAS, GLASS SAND, CLAYS, ETC.

Fuel Gas—A franchise has been granted by the city council, a company has already been formed and operations commenced for the manufacture of fuel gas. This gas will be made from our unlimited supply of cheap steam or manufacturing coal, piped over the city and suburbs so as to be furnished to all factories and private consumers for manufacturing, heating, and other purposes. There is no question but that Des Moines will be one of the first, if not the actual pioneer city of the union, to enjoy this great luxury.

Natural Gas—There does not seem to be the least doubt but that natural gas is to be found here. A large well was sunk some time since near the city and a supply of natural gas secured, but the company were unable to overcome the action of the sand which was periodically choking up the piping. Prospecting by private parties is being done, and that ultimate success will crown their efforts is by no means uncertain.

Silica Sand is abundant in supply and easily accessible. It has been tested and found suitable for white glass. The demand for bottles

by the various bottling and proprietary medicine works here, warrant a demand sufficient to sustain glass works employing fifty to one hundred persons.

Clays—Des Moines is unusually well situated for the economical manufacture of articles from clay. Hills in and about the city are inlaid with inexhaustible beds of the very finest kind of clay, there being over sixteen varieties capable of being used. These embrace the finest of fire, brick and pottery clay; and, in fact, grades suitable for the manufacture of all varieties of ware, brick, tile and other articles, from the very finest found anywhere to the coarsest and roughest. Experts have demonstrated that we have a deposit of clay suitable for the manufacture of the very best terra cotta, for which the demand is unlimited. Some enterprising capitalist, with a practical knowledge of terra cotta, will find an opening here unequaled in the West. One peculiarity about the clay in Des Moines is that eight or ten varieties are found together, one strata over-laying another. Des Moines clay fields have scarcely been touched as yet, and it is only of late years that bank clay has been utilized at all.

The brick industry is being pushed on account of the fine clays secured, and no less than twenty-eight plants are in successful operation at this time. The best paving brick made in the world are to be found in Des Moines, while building brick, of excellent quality, are turned out by the million. Brick from this city are shipped in large quantities in all directions and the industry is growing rapidly.



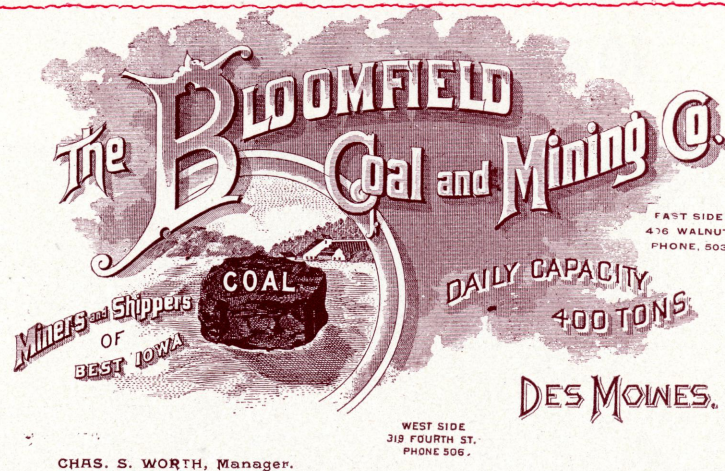
ST. JOHN'S EVANGELICAL LUTHERAN CHURCH.

BENNETT BROS.,

COAL

TELEPHONE 655.

413 W. FOURTH ST.



JOHN WALTERS, Pres't.

ISAAC BRANDT, Treas.

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BLACK DIAMOND.

COAL AND
MINING CO.

INCORPORATED.

General Office, 212 West Seventh St.

Mines at Dunreath Iowa, on Wabash R. R.

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Proctor Coal Co.,

MINERS AND SHIPPERS OF THE BEST GRADES OF

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DES MOINES, IA.

J. M. CHRISTY, Pres.

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MINERS AND SHIPPERS OF

LUMP, NUT and CHESTNUT COAL.

Mines on C., R. I. & P. Railroad. Four miles East of Des Moines.

OFFICE, 211 W. SECOND ST.,

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DES MOINES, IOWA.



LOCUST STREET BRIDGE.

FRED E. REDHEAD.

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THE
COAL PALACE

REDHEAD & WHITNEY,

PROPRIETORS.



Hard • Soft • and • Patent • Process

COAL.

FAMILY COAL A SPECIALTY.

DES MOINES,

IOWA.

J. A. CARLSON.

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MINERS AND SHIPPERS OF

Superior Second Vein Soft Coal.

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King Iron Bridge Mfg. Co.,

CLEVELAND, OHIO.

CAMPBELL & MARSH, Western Agents.

CONTRACTORS FOR

VIADUCTS, ELECTRIC RAILWAYS, AND BRIDGES.

Campbell & Marsh are the Managers for this Company for all the Country West
of the Mississippi River. Offices and Headquarters in Des Moines,

EDWARD TURBY, President.

C. H. MORRIS, Sec'y and Treas.

Des Moines Coal and Mining Co.,

MINERS AND SHIPPERS OF THE

BEST
GRADES OF

COAL

LUMP, NUT,
PEA, SLACK.

413 SIXTH AVENUE.

TELEPHONE 602.

DES MOINES, IOWA.

IOWA STATE BAND.



DIRECTORS

D. B. LYON,
JOHN E. NEWMAN

GEO. C. NEWMAN,
FRED'K PHINNEY

W. W. FINK,
J. M. SHUCK,

OFFICERS

GEO. C. NEWMAN, PRESIDENT.
FRED'K PHINNEY, GEN. MANAGER AND MUSICAL DIRECTOR.

W. W. FINK, VICE-PRESIDENT.

JOHN E. NEWMAN, SEC'Y AND TREAS.
G. H. DUNN, BUSINESS MANAGER.

DES MOINES may well be pardoned for the pride taken in the Iowa State band by her citizens and the whole State, for in this organization may be found the very flower of Iowa's most skillful musicians. In the spring of 1886, Mr. Frederick Phinney, of Boston, Mass., located in Des Moines, and started what was then known as "Phinney's Band." This band met with a flattering reception, and afterward becoming identified with the Iowa National Guard, took the name of the "Third Regiment Band." The course of this new departure was marked by still greater success, and its fame spread beyond the borders of the state. In the spring of 1890, Mr. Phinney becoming convinced that the field was large enough, and enthusiasm in musical circles being at high tide, enlisted the support of some dozen of Des Moines' most influential and public spirited citizens, who organized what is now known as the "Iowa State Band," with a cash capital of \$10,000 fully paid up and non-assessable. Silver-plated instruments of the most celebrated makers of the United States and Europe were obtained, together with a handsome uniform; and \$1,000 was spent in music alone and its arrangement, for the new band. (As to the wisdom of this latter step, the flattering ovations tendered the Iowa State Band wherever and whenever it has since appeared, both at home and abroad, is sufficient proof and satisfaction.)

The picture on the opposite page shows the Iowa State Band as it was during the year 1890, and is a familiar one to every citizen of Iowa. Active steps are being taken to so improve the band the present season, that in point of excellence it will acknowledge no superiors in the band world, and the reputation of Des Moines' prominent business men is sufficient guarantee that the future of the Iowa State Band not only will be fully up to and in keeping with the advancement of the city, but that it will also exceed the fondest expectations of its most sanguine friends. Nothing will be left undone, nor money spared to accomplish this end.

The stock of the Iowa State Band is held by Des Moines' most careful and conservative business men, and is considered a choice investment owing to the past success of the band from a business and musical standpoint, also on account of the flattering prospect of success in the future of this great organization. The band filled many engagements the past season with the greatest satisfaction to all concerned, notably among which were the Coal Palace of Ottumwa, Blue Grass Palace of Creston, Iowa, and Odd Fellows Conclave at Chicago. At the latter place both the press and people, with one accord, acknowledged it to be the finest band in Chicago during the parade. Michigan Avenue was packed with a dense throng who shouted themselves hoarse in praise of the "Iowa State Band."

In this organization, and controlled by it also, is a grand orchestra, every member playing on both the brass and stringed instruments, with a repertoire of both, of upwards of 1,200 pieces of the choicest music by the most eminent composers in the world, they are thus enabled to meet any demands that may be made on them in their line,

never failing to please the most exacting. The band room of this great organization occupies nearly the entire third floor of the elegant block, corner Seventh and Locust street, and is a model of convenience and order. There is a place for everything and everything is in its place.

The Iowa State Band is not a plaything, but is organized for business; those who entrust business to it may be sure of securing the finest organization of its size in the United States, and one that will be certain of drawing and pleasing the people. Correspondence is invited with Exposition Managers, or any responsible parties looking for attractions in musical lines, with a view to future or present engagements, and any inquiries regarding the band will be cheerfully answered. The *Mail and Times* takes pleasure in recommending the Iowa State Band, as being fully able to meet all demands that may be made upon a great musical organization of this character. For further information call on or address,

JOHN E. NEWMAN,
Secretary and Treasurer, or
FREDERICK PHINNEY,
Manager and Musical Director,
218 Fifth street, Des Moines, Iowa.

A SAMPLE OF A FEW PIECES OF OUR ALMOST ENDLESS REPERTOIRE.

1. Overture—Zampa.....F. Herold
2. Overture—William Tell.....Rossini
3. Overture—Italiener in Algier.....Stimmig
4. Germans Before Paris.....Trenkler
5. Goldblondchen.....Eilenberg
6. Overture—Konig Medas.....Burald
7. Fackeltanz.....F. Manns
8. Overture—Poet and Peasant.....Suppe
9. Awakening of the Lion.....De Hontski
10. Selection—Erminie.....Meyrelles
11. Selection—Mikado.....Boettger
12. Tique Dame.....Suppe
13. Bohemian Girl.....Balfe
14. International Congress.....Sousa
15. Barber of Seville.....Rossini
16. Trip to Coney Island.....Tobani
17. Selection—Gounod's Faust.....Heinicke
18. Potpourri Huguenots.....Heinicke
19. Il Trovatore.....Verdi
20. Descriptive—A Hunting Scene.....Bucalossi
21. The Forge in the Forest.....Michaelis
22. Ernani.....Verdi
23. Selection—Torquato Tasso.....Donizetti
24. Selection—Macbeth.....Verdi
25. Tannhauser.....Wagner

Beside these are innumerable Solos for Euphoniumaphone, Cornet, Clarinet, Piccolo, Bass, Saxophone, Antonaphone, etc.

PRESS NOTICES.

The best thing Des Moines has done is in furnishing the material that has made the Iowa State Band possible; in fact it easily beats all others. The Iowa State Band is an educator. We confidently believe that never has there been in the state of Iowa a musical organization which has served the people so satisfactorily, and refined their musical tastes as this splendid band. The arranging of

the music so as to bring out the best effect has cost the management much thought and expense, and to the incessant labor and instruction of its musical director, Mr. Frederick Phinney, is due largely its wonderful progress. We are pleased that we have one organization in our state that can sit for evening after evening and correctly interpret the great works of our greatest masters. One of the pleasing features of this band is that it is void of the harsh sounds which are so common in the ordinary brass bands.—*Ottumwa Daily Courier*.

The Iowa State Band is an organization of the best musical talent obtainable, led by an expert musical director, run as a business institution and backed by a number of the progressive business men of the city. With a fine equipment of silver-plated instruments, a cash capital of \$10,000, fine uniforms and a splendid repertoire, and under the management of business men, it cannot fail to achieve the great reputation it aims for—that of being enrolled upon the list of the best band organizations in the United States. If the Iowa State Band does not to-day equal the finest band in this country, it will do so before the season's playing is over. The city and state are to be congratulated upon turning out such a fine musical aggregation. The band will be a continual advertisement of Des Moines and Iowa, and its influence in that direction cannot be over-estimated. The membership of the band comprises a company of skilled musicians and perfect gentlemen.—*Des Moines Mail and Times*, March 21, 1891.

At the Palmer House the Iowa State Band, led by Director Frederick Phinney, played several military numbers and operatic selections. This band is the pride of that city and State. Four years ago Mr. Phinney went to Des Moines from Boston and started a scheme for a State band. He was well supported by the citizens who have spent more than \$10,000 on improvements in musical instruments and as salaries for competent musicians. The instruments are all silver-plated and are well taken care of by the Iowa men.—*Chicago Herald*, Aug. 6, 1890.

Never did sweeter strains issue from instruments in the hands of skilled musicians, and were they not made doubly sweet by the fact that they were resounded inside of Ottumwa's beautiful palace of coal? Mr. Phinney, the leader of the band, seems to fairly wave the music from the instruments with every motion of his baton. And what a band it is! Thirty pieces, and all manipulated by the ablest musicians in Iowa. Every man in the band can also "double up" and by so doing furnish an orchestra for opera or dance music that cannot be beaten.—*Ottumwa Democrat*.

When the Iowa State Band plays the whole air is full of music. The instruments blend perfectly, making one full and complete harmony. The players are subservient to the general effect and do not try to make each one, his own part, a solo. There is no blast and blare and bursting tone, but a soft mellowness that is a delight to the ear, very often resembling good orchestra music.—*Des Moines Leader*, Sept. 9, 1890.

A delighted and enthusiastic audience listened to the concert last night by the Iowa State Band. The band has met with an enthusiastic reception from our people and has been a feature much appreciated. It is undoubtedly the finest band that ever performed in Creston, and the management made a wise move in securing them. The "Hunting Scene" was especially greeted with prolonged applause.—*Creston Gazette*.

Nearly every piece that was played was greeted by the crowd with applause that was deserved. The fine and difficult points in the work of the band may escape all but a critical few, but the general public is quick to appreciate and applaud the work of the band.—*Register*, Sept. 3, 1890.

For the first time the superb Iowa State Band orchestra was here and gave us music of the finest kind and in generous quantity. The band has created for itself an immense popularity.—*Osceola Sentinel*, Feb. 26, 1891.

That grand organization, the Iowa State Band, filled the air with harmony.—*Burlington Gazette*.

RAILWAY MATTERS.

THE sojourner in our city to-day, who receives the advantages of the magnificent railway facilities offered him, knows very little of the hopes long deferred and great expectations often disappointed, of those who have seen it developed to its present proportions. As far back as 1856 the people of Polk County made an effort to secure the extension of the Mississippi & Missouri River railroad, then completed to Iowa City, by voting to issue bonds of the county to the amount of three hundred thousand dollars! The panic of 1857 came, and the railroad project went down in the general disaster. The vote was rescinded, the bonds were never issued and Polk county escaped the embarrassment; also the litigation which sorely disturbed other counties along the line for more than a score of years, and wherein county supervisors were brought before the Federal court here, under arrest and threatened with imprisonment for contempt of the court unless they would agree to levy the taxes to pay the bonds. In some instances there were counties in which there was not a mile of the road.

* * *

While the so-called "M. & M." was dragging its slow length along through the financial struggle, the Des Moines Navigation & Railroad Company, successor to a navigation company who started to improve the Des Moines river by a system of locks and dams, and who failed and went out of business with more dams than locks, started for Des Moines with a railroad, under a river navigation charter. Subsequently the franchises were transferred to the Keokuk, Fort Des Moines & Minnesota Railroad Company, and again to the Des Moines Valley Railroad Company, under which name it entered Des Moines, and on the 29th day of August, 1866, the first locomotive, the "Marion," James Carroll, engineer, pulling a few cars loaded with rails, landed in the city at a long pile of dirt, on the East Side. The following day the locomotive "Des Moines" came in with coaches, with Sam Wakefield, engineer, bringing the officers of the road, who were greeted with a large crowd of people, and a hearty welcome by Judge George G. Wright. It was a day of general rejoicing, especially among the pioneer merchants, Billy Moore, Frank Laird, C. W. Keyes, and others who hauled their merchandise on wagons by horses and ox teams, for years. "Yes," said Billy Moore, "I have paid three dollars a hundred pounds for freight from Keokuk to Des Moines. If I could wait I would hire oxen, because I could get it a little cheaper, but if I was in hurry I hired horses. There was no trade with Chicago then."

* * *

The road was pushed on northward to Fort Dodge, became embarrassed and was sold under foreclosure of mortgage by Dan Bringhoff as sheriff, whose fees amounted to nearly ten thousand dollars. It was bisected, the north half going to the Des Moines & Fort Dodge Railroad Company, and the south half to the Keokuk & Des Moines Railroad Company. It is alleged that in the shuffle the old, worn out, dilapidated rolling stock and rails turned up on the north half, and the purchasers got little better than a scrap heap and two streaks of rust. Both have since been absorbed by the Chicago, Rock Island & Pacific.

In the meantime the old "M. & M." had become hopelessly bankrupt, and fell into possession of the Chicago & Rock Island Railroad Company. The company was re-organized as the Chicago, Rock Island & Pacific and the road pushed on to Des Moines, making its first entry into the city in September, 1867, and was given a hearty reception, though not so vociferous as that to the Des Moines Valley, the novelty having worn off somewhat.

* * *

Meanwhile the Chicago & Northwestern was pushing its way westward and reached Marshalltown. A proposition was then made to the people of this city to come here provided the road was given the right of way and a bonus of thirty-five thousand dollars. The average citizen, with one road in possession and another in sight, puffed himself up with manifest destiny, pointed over to the capitol, and snapped his fingers at the idea of paying a railroad to come to the capital of Iowa. It was expected the Northwestern would come here per force, unite with the Rock Island and build one road to Council Bluffs—a speculative and risky undertaking, for it was little else than trackless prairie. The Union Pacific road, however, offered a big round bonus of money to the first road crossing Iowa that should reach Council Bluffs, and the dirt began to fly on the Rock Island and Northwestern; in the race Des Moines' manifest destiny went into the soup. The Northwestern took a bee line by the easiest route, and won the prize by a few days time.

* * *

In 1865 a narrow gauge craze struck the town. The big roads cost too much money. The pony road could be built on top of the ground to every man's farm and into every town. A system of these roads was concocted, radiating from Des Moines to adjoining states at every point of the compass. J. S. Polk, with his usual faith in the city; Fred. M. Hubbell, and others, organized the Des Moines & Minnesota narrow gauge road and started for St. Paul, and south as far as it could go. It struggled in embryo until 1868, when the southern project was transferred to the Des Moines, Indianola & Missouri, now the Winterset branch of the Rock Island, built by the latter.

* * *

In 1870 the narrow gauge company was re-organized as the Des Moines & Minnesota, with B. F. Allen, President, and J. S. Polk, Secretary. Farmers along the route were induced to go down into their pockets for subscriptions, and taxes were voted by townships to aid in building the farmers' railroad. Track laying began June 12, 1874, Governor Carpenter driving the first spike. The line of track followed largely the serpentine line of subscriptions, reaching Ames in August of that year. It soon became embarrassed. Subscriptions were repudiated, thousands of law suits were begun, and its stock went down to zero, when John I. Blair bought it and dumped it into the Chicago & Northwestern system. Its narrow gauge days were ended, the track was straightened, but the law suits are not ended yet. The Northwestern has often regretted that it did not take in the capital in its rush for the Bluffs.

The next project to materialize was that of Tom Potter, in 1880, to give the capital a connection with his famous "Q" system at Albia. The day of aid voting and bonuses had passed. Des Moines had secured recognition as a desirable shipping point. The road came in on business principles to take its share of the traffic, purchased its right of way, and located itself south of existing roads.

* * *

Simultaneously with this J. S. Clarkson concocted the Des Moines, Albia & Knoxville road, and with his accustomed energy pushed it to a successful completion in 1881. The Wabash at that time having conceived an idea of gridironing the entire West and Northwest, purchased Clarkson's bantling, and it was transferred to that system, but it only came to the outer gates of the city. To get inside it must run the fierce fire of the "Q" and Rock Island, who occupied all the apparently available inlets. Great was their surprise, as well as of the citizens, one morning, when it was discovered there was on file in the county recorder's office deeds of lots and lands right through the city, the same having been purchased by secret agents during the previous night, and the money paid—nearly half a million dollars—ending up with the Universalist church for a depot; and that is how the Wabash serpented itself in. It was a *coup d'etat* that startled that staid and stately Rock Island out of all its properties.

* * *

Scarcely had the Wabash become fairly a denizen, when it began hatching a brood of narrow gauge roads. The St. Louis, Des Moines & Northwestern, to run northwest to a connection with the Northern Pacific, and the St. Louis, Des Moines & Northern, to run to St. Paul, were incubated. The first was completed to Fonda, the second to Boone. Both have been divorced from the Wabash, and the "St. Louis" dropped from their nomenclature. The first will next year be broadened and probably pass into the hands of the Rock Island. The second fell into the hands of the rustler, L. M. Martin, has been broadened, and become *de facto* a part of the Chicago, Milwaukee & St. Paul, though probably Martin would deny it, for he is very proud of his bantling.

* * *

Simultaneous with these pony projects B. L. Harding projected another, the Des Moines, Osceola & Southern, and built it to a point a few miles south of the state line in Missouri. Serious embarrassment came, it was sold, the name changed to Des Moines & Kansas City, and next year it will be broadened and pushed on to its objective point, Kansas City, thus ending the narrow gauge impracticabilities.

* * *

In 1883 the Wisconsin, Iowa & Nebraska came in as the "Diagonal" from the northeast. With a vigor and vim born of superlative energy it has worked its way east to Chicago, north to St. Paul, southwest to Kansas City, and become tormentingly aggressive with its older rivals. It domiciles here with the Wabash.

When the Rock Island was opened there were no sleeping cars, dining cars, nor buffet cars. There was no luxurious ease in traveling in those days. The passenger fair was \$14.00 to Chicago; to-day it is \$10.15. Freight was \$1.33 per hundred pounds, to-day it is 65 to 20 cents according to classification.

* * *

Among the railroad firstlings was the Rock Island depot, which was an old two-story wooden rickety boarding-house, its floors perforated with rat-holes, its windows and doors broken, standing at the corner of Third and Vine streets, and which gave way to the present structure, which occupies the site of a former frog pond and marsh where Ed. Clapp, Barlow Granger, Taylor Pierce, Dan. Finch, and others were wont to shoot wild duck, getting up a good deal earlier in the morning than they do now. The Keokuk depot was located where it now is, and occupies the former site of the Collins House.

* * *

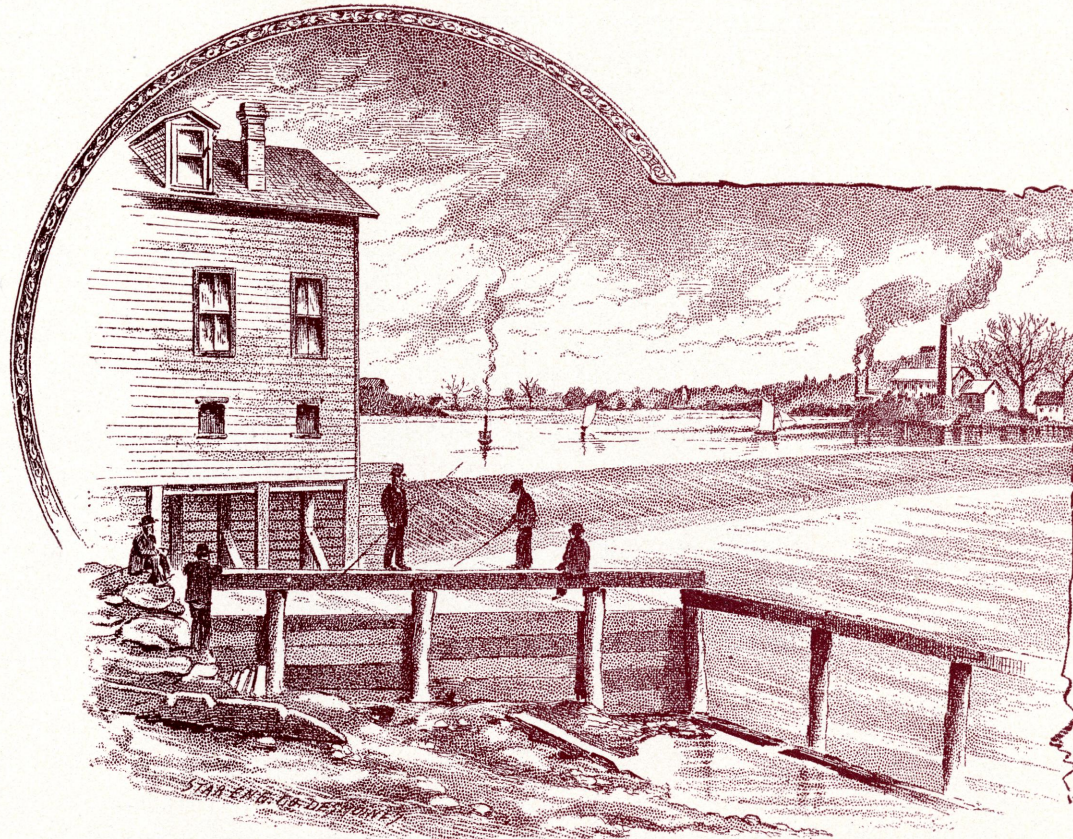
The "Q" first pitched its tent in the old gas company purifying house, at the corner of Second and Vine, conspicuous at night for darkness and desolation.

* * *

The Wabash, with a sanctimonious air, purchased the Universalist Church, where it now is, and which occupies the site of the first county court house and bastile, into which the eccentric Judge Macfarland once threatened to put Dan. Finch for some of his judicial pranks.



EDWARD H. HUNTER, GENERAL AGENT.



DES MOINES WATER POWER COMPANY'S NEW DAM AND LAKE.

EDWARD H. HUNTER, Gen'l agent Chicago, Burlington & Quincy R'y. The importance of Des Moines as a railroad center is recognized everywhere in railroad circles. Every trunk line in Iowa, except the Illinois Central, touches the city either by its own or through connecting lines. Being the chief city and the capital of the state, the railways have been quick to recognize the necessity of having their interests here in charge of the best talent in their service, and as a result it may be safely asserted that no abler, more energetic and more courteous corps of railway officials can be found in Iowa than those which represent the various lines in this city. Mr. Edward H. Hunter, general agent of the Burlington Route (Chicago, Burlington & Quincy) is one of the best known men in Iowa. He is better known, perhaps, as a leading member of the democratic party, which he has served faithfully and well in various capacities, particularly as chairman of the state committee, than as a railroad official; but since he became "one of us" and settled in Des Moines 4 years ago he has had less to do with political affairs and has devoted his time more particularly to the company he represents. Mr. Hunter is a New Yorker. He began to learn railroading as a telegraph operator in the employ of the New York Central back in the '70's. Soon after coming to Iowa he engaged in the service of the "Q" and has been with that road during the past 14 years at various points. The "Q" system covers over 7,000 miles of road. The company operates lines of its own in ten different states. It is one of the most complete and best equipped systems in the world. When the company concluded to station Mr. Hunter at Des Moines it was a recognition on their part of the need of a representative here possessed of executive ability, wide acquaintance, commanding influence and of an extensive knowledge of the railway business. Experience has justified the selection. The company's

business under Mr. Hunter's administration has greatly increased at this point. The people find him a satisfactory man to deal with. He is prompt and emphatic in his decisions, and when his word is out it may be relied upon as faithfully as a bond. The handsome city office at 232 Fourth street, Kirkwood house block, which the company has fitted up recently, was procured through his efforts and is a great convenience to patrons of the road.

JOHN HENRY GREEN was born at Kalamazoo, Mich., on December 12, 1852. At the age of seven years his parents moved to Sturgis, where John received a common school education, and at the age of eighteen years became the night operator in the Sturges office of the Lake Shore & Michigan Southern railway. In 1872 Mr. Green went to Pittsburgh, Pa., as station operator and assistant ticket agent of the Pan Handle Company, where he remained two years, and then contracted the western fever. Starting westward in 1874 he entered the service of the Rock Island railway at Morris, Ill., where he was station agent and operator for three years. He was then transferred to Avoca, Iowa, in the same capacity, where he remained from 1877 to November, 1884, when he went to Omaha and entered the service of the Union Pacific railway as traveling passenger agent west as far as Denver. Not liking the road, he changed positions in 1886 and became the uptown ticket agent of the Union Pacific and Milwaukee companies in Omaha, in the Barker block. It was in June, 1888, that General Passenger Agent W. R. Busenbark, of the Chicago, St. Paul & Kansas City, discovered and secured Green. His Des Moines career began July 1, 1889, and in eighteen months he has scored a business reputation and popularity second to few men who enter cities as strangers. He is a hustler and stands at the top in the galaxy of young railroad men. A year ago the first of this month

he was appointed general agent of the Maple Leaf road in this city, its best station. He has since been offered other higher positions by the company, including the assistant general passenger agency at Chicago, but chooses to remain in Des Moines as the best paid general agent in Iowa. Mr. Green was married on Christmas eve, 1873, to Miss Mattie E. Gradon, at Kendall, Ind.



JOHN H. GREEN.

RAILWAY MATTERS.

THE sojourner in our city to-day, who receives the advantages of the magnificent railway facilities offered him, knows very little of the hopes long deferred and great expectations often disappointed, of those who have seen it developed to its present proportions. As far back as 1856 the people of Polk County made an effort to secure the extension of the Mississippi & Missouri River railroad, then completed to Iowa City, by voting to issue bonds of the county to the amount of three hundred thousand dollars! The panic of 1857 came, and the railroad project went down in the general disaster. The vote was rescinded, the bonds were never issued and Polk county escaped the embarrassment; also the litigation which sorely disturbed other counties along the line for more than a score of years, and wherein county supervisors were brought before the Federal court here, under arrest and threatened with imprisonment for contempt of the court unless they would agree to levy the taxes to pay the bonds. In some instances there were counties in which there was not a mile of the road.

* * *

While the so-called "M. & M." was dragging its slow length along through the financial struggle, the Des Moines Navigation & Railroad Company, successor to a navigation company who started to improve the Des Moines river by a system of locks and dams, and who failed and went out of business with more dams than locks, started for Des Moines with a railroad, under a river navigation charter. Subsequently the franchises were transferred to the Keokuk, Fort Des Moines & Minnesota Railroad Company, and again to the Des Moines Valley Railroad Company, under which name it entered Des Moines, and on the 29th day of August, 1866, the first locomotive, the "Marion," James Carroll, engineer, pulling a few cars loaded with rails, landed in the city at a long pile of dirt, on the East Side. The following day the locomotive "Des Moines" came in with coaches, with Sam Wakefield, engineer, bringing the officers of the road, who were greeted with a large crowd of people, and a hearty welcome by Judge George G. Wright. It was a day of general rejoicing, especially among the pioneer merchants, Billy Moore, Frank Laird, C. W. Keyes, and others who hauled their merchandise on wagons by horses and ox teams, for years. "Yes," said Billy Moore, "I have paid three dollars a hundred pounds for freight from Keokuk to Des Moines. If I could wait I would hire oxen, because I could get it a little cheaper, but if I was in hurry I hired horses. There was no trade with Chicago then."

* * *

The road was pushed on northward to Fort Dodge, became embarrassed and was sold under foreclosure of mortgage by Dan Bringolf as sheriff, whose fees amounted to nearly ten thousand dollars. It was bisected, the north half going to the Des Moines & Fort Dodge Railroad Company, and the south half to the Keokuk & Des Moines Railroad Company. It is alleged that in the shuffle the old, worn out, dilapidated rolling stock and rails turned up on the north half, and the purchasers got little better than a scrap heap and two streaks of rust. Both have since been absorbed by the Chicago, Rock Island & Pacific.

In the meantime the old "M. & M." had become hopelessly bankrupt, and fell into possession of the Chicago & Rock Island Railroad Company. The company was re-organized as the Chicago, Rock Island & Pacific and the road pushed on to Des Moines, making its first entry into the city in September, 1867, and was given a hearty reception, though not so vociferous as that to the Des Moines Valley, the novelty having worn off somewhat.

* * *

Meanwhile the Chicago & Northwestern was pushing its way westward and reached Marshalltown. A proposition was then made to the people of this city to come here provided the road was given the right of way and a bonus of thirty-five thousand dollars. The average citizen, with one road in possession and another in sight, puffed himself up with manifest destiny, pointed over to the capitol, and snapped his fingers at the idea of paying a railroad to come to the capital of Iowa. It was expected the Northwestern would come here per force, unite with the Rock Island and build one road to Council Bluffs—a speculative and risky undertaking, for it was little else than trackless prairie. The Union Pacific road, however, offered a big round bonus of money to the first road crossing Iowa that should reach Council Bluffs, and the dirt began to fly on the Rock Island and Northwestern; in the race Des Moines' manifest destiny went into the soup. The Northwestern took a bee line by the easiest route, and won the prize by a few days time.

* * *

In 1865 a narrow gauge craze struck the town. The big roads cost too much money. The pony road could be built on top of the ground to every man's farm and into every town. A system of these roads was concocted, radiating from Des Moines to adjoining states at every point of the compass. J. S. Polk, with his usual faith in the city; Fred. M. Hubbell, and others, organized the Des Moines & Minnesota narrow gauge road and started for St. Paul, and south as far as it could go. It struggled in embryo until 1868, when the southern project was transferred to the Des Moines, Indianola & Missouri, now the Winterset branch of the Rock Island, built by the latter.

* * *

In 1870 the narrow gauge company was re-organized as the Des Moines & Minnesota, with B. F. Allen, President, and J. S. Polk, Secretary. Farmers along the route were induced to go down into their pockets for subscriptions, and taxes were voted by townships to aid in building the farmers' railroad. Track laying began June 12, 1874, Governor Carpenter driving the first spike. The line of track followed largely the serpentine line of subscriptions, reaching Ames in August of that year. It soon became embarrassed. Subscriptions were repudiated, thousands of law suits were begun, and its stock went down to zero, when John I. Blair bought it and dumped it into the Chicago & Northwestern system. Its narrow gauge days were ended, the track was straightened, but the law suits are not ended yet. The Northwestern has often regretted that it did not take in the capital in its rush for the Bluffs.

The next project to materialize was that of Tom Potter, in 1880, to give the capital a connection with his famous "Q" system at Albia. The day of aid voting and bonuses had passed. Des Moines had secured recognition as a desirable shipping point. The road came in on business principles to take its share of the traffic, purchased its right of way, and located itself south of existing roads.

* * *

Simultaneously with this J. S. Clarkson concocted the Des Moines, Albia & Knoxville road, and with his accustomed energy pushed it to a successful completion in 1881. The Wabash at that time having conceived an idea of gridironing the entire West and Northwest, purchased Clarkson's bantling, and it was transferred to that system, but it only came to the outer gates of the city. To get inside it must run the fierce fire of the "Q" and Rock Island, who occupied all the apparently available inlets. Great was their surprise, as well as of the citizens, one morning, when it was discovered there was on file in the county recorder's office deeds of lots and lands right through the city, the same having been purchased by secret agents during the previous night, and the money paid—nearly half a million dollars—ending up with the Universalist church for a depot; and that is how the Wabash serpented itself in. It was a *coup d'etat* that startled that staid and stately Rock Island out of all its properties.

* * *

Scarcely had the Wabash become fairly a denizen, when it began hatching a brood of narrow gauge roads. The St. Louis, Des Moines & Northwestern, to run northwest to a connection with the Northern Pacific, and the St. Louis, Des Moines & Northern, to run to St. Paul, were incubated. The first was completed to Fonda, the second to Boone. Both have been divorced from the Wabash, and the "St. Louis" dropped from their nomenclature. The first will next year be broadened and probably pass into the hands of the Rock Island. The second fell into the hands of the rustler, L. M. Martin, has been broadened, and become *de facto* a part of the Chicago, Milwaukee & St. Paul, though probably Martin would deny it, for he is very proud of his bantling.

* * *

Simultaneous with these pony projects B. L. Harding projected another, the Des Moines, Osceola & Southern, and built it to a point a few miles south of the state line in Missouri. Serious embarrassment came, it was sold, the name changed to Des Moines & Kansas City, and next year it will be broadened and pushed on to its objective point, Kansas City, thus ending the narrow gauge impracticabilities.

* * *

In 1883 the Wisconsin, Iowa & Nebraska came in as the "Diagonal" from the northeast. With a vigor and vim born of superlative energy it has worked its way east to Chicago, north to St. Paul, southwest to Kansas City, and become tormentingly aggressive with its older rivals. It domiciles here with the Wabash.

BIOGRAPHICAL.

GEORGE P. HANAWALT, M. D. One of the most eminent physicians in the state, and a liberal, public-spirited citizen of Des Moines, is Dr. George P. Hanawalt. Would there were more like him in our city. He was born in Ross County, Ohio, in 1836, and is a son of Johnson and Mary (Jefferson) Hanawalt. He was fitted for his profession in the most thorough manner, beginning the studies in 1859 in the state of Ohio. He served in the rebellion—in the 7th Ohio Infantry—as Assistant Surgeon from 1862 to 1868, when he resigned and came to Des Moines. Dr. Hanawalt married Miss Emily Agnes Jordan, daughter of Hon. James Cunningham Jordan, October 30, 1871. He was President of the American Medical Association in 1880, and is now an active member and a member of Polk County Medical Society. He is especially distinguished in surgery, and is surgeon for the Chicago, Burlington & Quincy, the Des Moines & Fort Dodge, the Chicago, Kansas City & St. Paul, the Des Moines & Northwestern and many other railroad companies, besides the Des Moines Electric Street Railway Company; a prominent member of the G. A. R. and a republican of unflinching principles. Thoroughly in earnest with anything he undertakes, he is the embod-



GEORGE P. HANAWALT, M. D.

iment of good fellowship and the most popular member of the profession in our city.

JAMES TAGGART PRIESTLEY, M. D., a gentleman with rare talent in his chosen profession and a resident of Des Moines since 1876. He is a descendant from Joseph Priestley, D. D., the eminent divine, scientist and philosopher, who discovered oxygen gas. He was born in Northumberland, Pa., in 1852, and perfected his medical education in the University of Pennsylvania, graduating in the class of '74. He practiced in his native town until 1876; married Miss Clara Simpson, of Northumberland, April 30, 1874. The Doctor is a staunch Republican and has taken the thirty-second degree in masonry. He is a member of the Polk County Medical Society, Iowa State Medical Society and the National Medical Society. He has built up a very large practice during his residence here and has endeared himself in many ways to the citizens of the city and vicinity; a hard worker and a staunch friend; thoroughly skilled in his profession, which he pursues with great zeal and careful attention, tenderly lifting the burden of sorrow and misery from many hearts by his kindness and sympathy.



JAMES T. PRIESTLEY, M. D.

DR. EDWARD E. DORR is a son of J. M. Dorr, of this city. He was born at Valparaiso, Indiana, October 20, 1863. He came to Des Moines in the spring of 1864 and has claimed this city as his home ever since. His office is located at 508 Walnut street. He was an attendant at the West Side High School three years, and was one year at Simpson Centenary College at Indianola. He returned home to engage in the coal business, but in a few months decided on medicine as a profession. He entered the State University at Iowa City, where he was an attendant for two years in the literary department, then entered the medical department, and after a three years' course graduated in March, 1889. Two weeks later he left for Europe to continue his medical work, going straight to Vienna, where he remained for more than a year, working in the different wards of



DR. EDWARD E. DORR.

the largest hospitals in the world. He attended the surgical lectures and clinics of Bilioth and Albert, and worked in Nothnagal's wards of internal medicine during the greater part of the time. He began a course of work in obstetrics and women's diseases with Prof. Briskey's assistants soon after arriving, which continued until the day he left. He was a student of Prof. Ebnens in microscopy, and of Prof. Weichselbaum in bacteriology and pathology. Although having practiced medicine in Des Moines but a few months, his success has been all a young practitioner could desire. He is examiner for the Mutual Life Insurance Company of New York and the Royal Union of Iowa.

D. W. SMOUSE, M. D., has been a member of the medical fraternity of Des Moines since November 1, 1879. He was born in the city of Cumberland, Md., but went to Baltimore when a lad, where he grew to manhood. His father continued to reside at Cumberland until his death, and his mother is still a resident of that city. His family are prominently identified with that section of the state. Dr. Smouse received an excellent literary education in the schools of Baltimore, and having made choice of the medical profession as the one he wished to

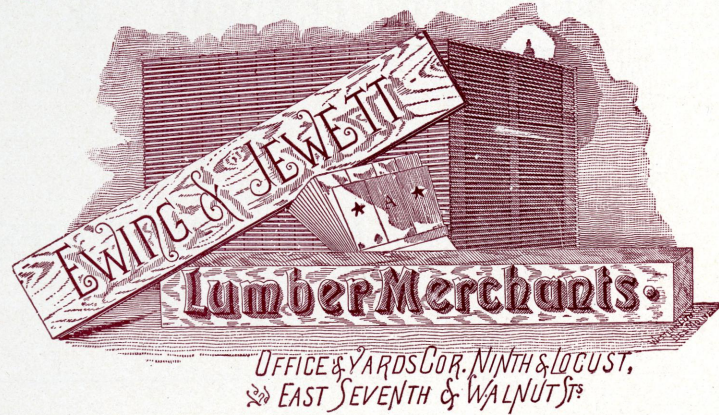


D. W. SMOUSE, M. D.

make his life work, he entered the University of Maryland, graduating from the medical department of that institution in February, 1876. He then entered the hospital connected with the University, where he remained two years. That proved an excellent training school to him. On severing his connection with the University he came to Iowa, settling in Monroe, Jasper County, where he opened an office and continued in practice until his removal to Des Moines. In the ten years of his residence in this city he has built up an excellent practice. He is a gentleman of culture and possesses the esteem of his fellow citizens, both professionally and otherwise. His excellent educational advantages in addition to his natural aptitude for the profession has made him an expert physician, and he is always abreast of the times. His manner is genial and courteous and he possesses that delicate consideration so necessary in a sick-room. Dr. Smouse has a host of warm friends in Des Moines and vicinity, and is considered one of the most successful professional men in the State of Iowa.

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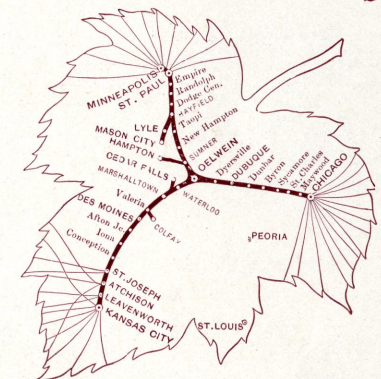
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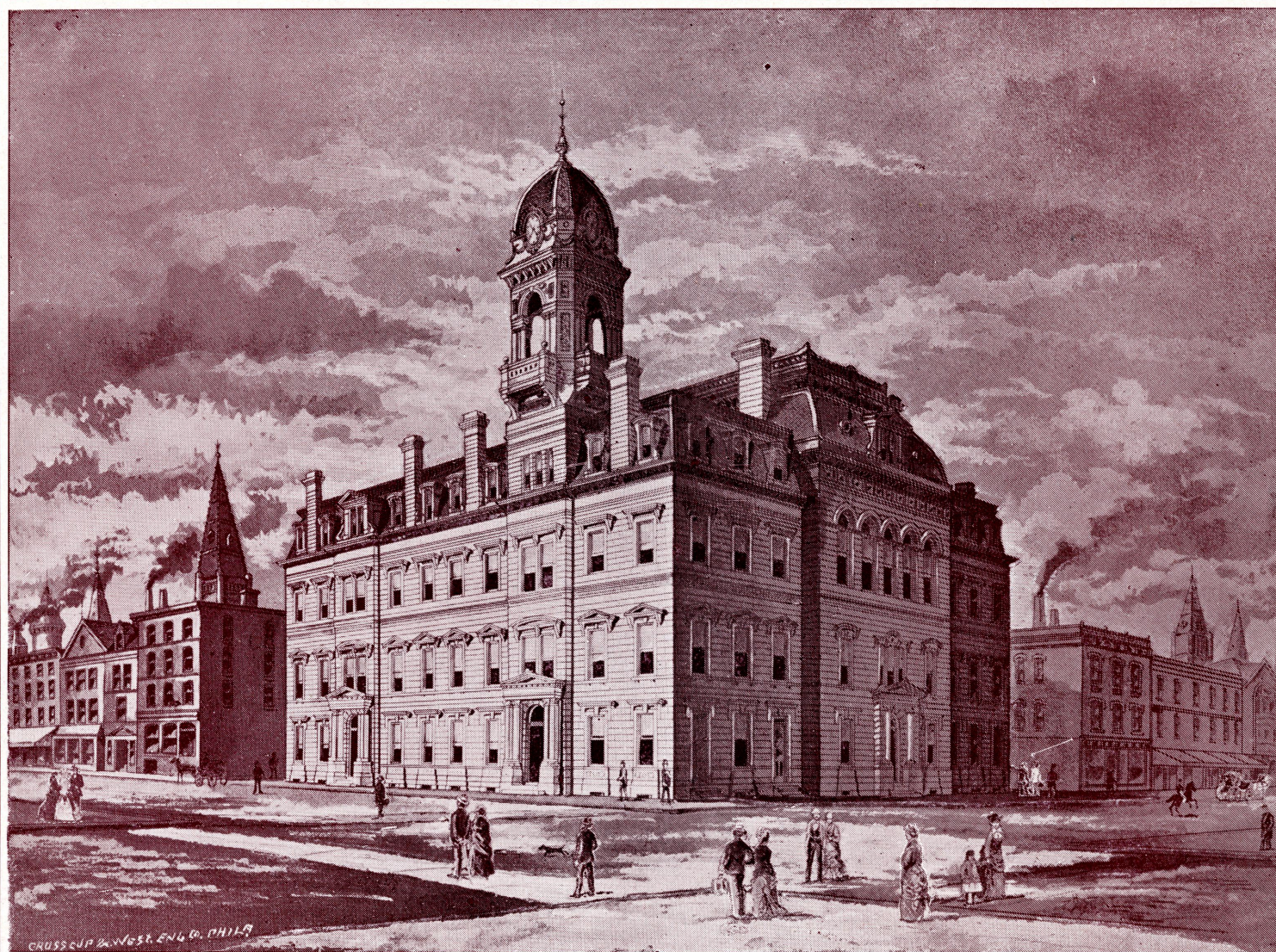


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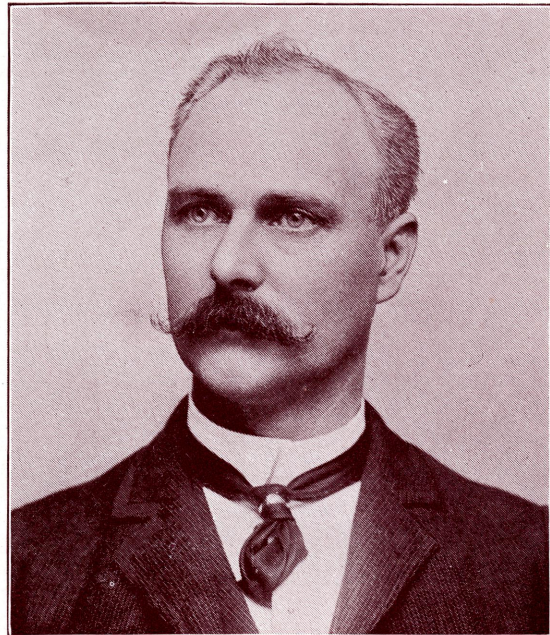
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BIOGRAPHICAL.



DR. GEORGE L. BAGLEY.

DR. GEORGE L. BAGLEY, who came to Des Moines in 1886, is a native of Elmira, New York, where he was born in 1851. He commenced the study of medicine with Dr. Watkins in Elmira, and attended lectures at the Western Reserve University, Cleveland, O., graduating from that institution in 1885, after which he went abroad and arranged for and received special instruction from the most eminent and skillful medical instructors in Vienna, capital of Austria, which is noted for its eminent medical men and institutions throughout the world. After completing his professional studies abroad he returned to the United States and selected Des Moines for his field, and during the few years he has resided here he has gained the esteem of all our citizens and has built up a very large business. He is a man whom people like upon acquaintance and a thorough and skillful physician and surgeon. The Doctor has been twice married; his second and present wife was Miss Mollie Ivie of Tennessee. Both himself and his lovely wife are distinguished for their social popularity in Des Moines and elsewhere.

DR. H. R. PAGE was born at Milan, Ohio, October 17, 1842; educated at Iowa College, Grinnell, from 1862 to 1867; was in the United States service in Company B, 46th Iowa Volunteers (Infantry) during the summer of 1864; graduated in medicine at Iowa State University (medical department) in 1871; practiced medicine and surgery at New Sharon, Mahaska County, Iowa, from 1871 to 1878; since 1878 in Des Moines. He occupies the chair of obstetrics in the Iowa College of Physicians and Surgeons. He is a member of the Polk County Medical Society, Iowa State Medical Society, American Medical Society, and Academy of Medicine.

DR. W. S. H. MATTHEWS is one of the youngest professional men in the city, but he is the only one that has the honor of holding the offices of City and County Physician at the same time. He was elected City Physician in January, 1889, and County Physician in 1890. He is also Professor of Genito Urinary Surgery and Dermatology in the College of Physicians and Surgeons of Des Moines and is also Surgeon of the Chicago, Burlington & Quincy Railroad at Des Moines. Dr. Matthews is a native of Akron, Ohio, where he was born in 1860, settling in Polk County, Iowa, with his parents in 1871. He received the most of his early education in the Des Moines high schools and commenced the study of medicine with Dr. F. E. English of Altoona in 1880. He graduated from Des Moines College of Physicians and Surgeons with the highest honors in 1886, since which time he has won distinction in his profession and the admiration of all Des Moines citizens who are watching the rapid and well merited honors he is receiving in patronage from all classes.

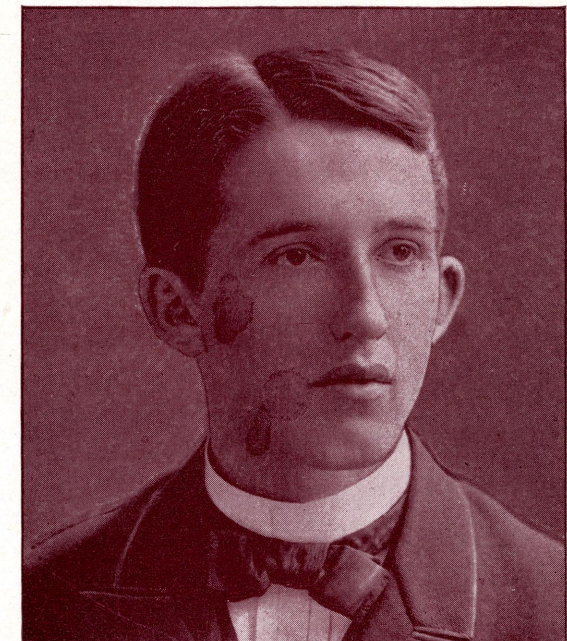
DR. A. R. BEGUN, Dental Surgeon, is one of the comparatively new acquisitions to Des Moines, having located here less than a year ago, but he has already insured his permanent residence among us by building up a lucrative practice, which constantly increases as his skill in his profession becomes known. Dr. Begun is a graduate of the Baltimore College of Dental Surgery. He has been in active practice 21 years in Iowa, most of the time at Cedar Falls. He is a member of the State Dental Association, where his talents were early recognized, and where he is known as one of the very best practitioners in the State. "Tooth carpenters" are common, but dentists who thoroughly understand their business are quite rare. A thorough knowledge of the art can not be obtained from books. It requires years of patient practice, coupled with powers of observation and the faculty of absorbing information when it comes to sight. Dr. Begun possesses these requirements of the successful practitioner, and this is what has brought him to the eminence he has attained in his profession.



DR. A. R. BEGUN.



DR. H. R. PAGE.



DR. W. S. H. MATTHEWS.

BIOGRAPHICAL AND REVIEW.



DR. EDITH M. GOULD.

DR. EDITH M. GOULD, who holds the highest esteem of the entire profession and community of Des Moines, was born May 15, 1853, at Litchfield, Conn. She is a daughter of Edmund and Annie (Wood) Gould. She received her early education in the schools of her native town, afterwards becoming a student in the normal school at Brockport, N. Y., where she remained until the senior year, after which she taught two years at Syracuse, N. Y., after which she fitted for the medical profession, graduating from the Woman's Medical College of Pennsylvania in 1878. After one year in the Philadelphia Hospital she located in St. Paul, Minn., where she remained about one year. In 1880 she came to Des Moines and has won success in her profession and the esteem of all our citizens. She is a member of the Polk County Medical Society, the American Medical Association and Iowa Medical Society. She has means in abundance and is popular at home and abroad, making frequent social visits to her hosts of friends in the cities of the East and elsewhere.

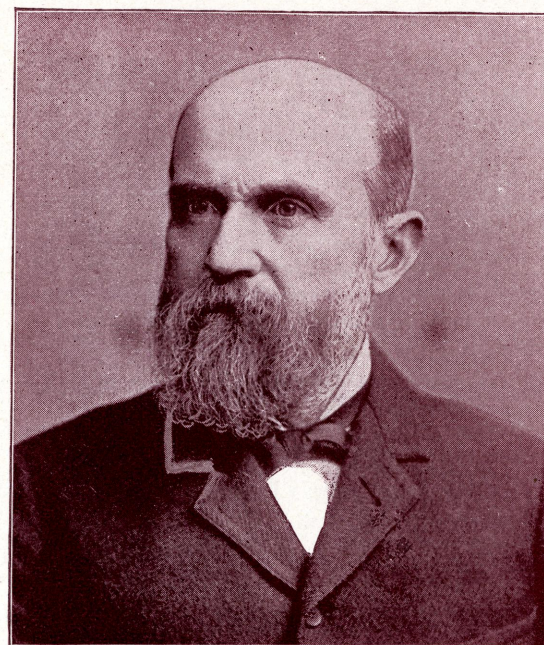
JOHN B. HATTON, M. D. The subject of this sketch, one of the brightest in the profession, was born among the Indians, in a camp at Monroe, Mo., in 1839, and is now the only representative living out of a family of thirteen children comprised of six sons and seven daughters. He was educated by his mother until 17 years of age, when he entered a subscription school. During 1859-60 he pursued a course of lectures at the College of Physicians and Surgeons at Keokuk, Iowa. In 1862 he enlisted in Company F, 34th Iowa Infantry, and served six months as Second Lieutenant; was commissioned Assistant Surgeon of the regiment and was afterwards made Captain of his old company, which position he filled until the close of the war. He participated in a great many of the most sanguinary engagements of the war and won distinction for bravery and good judgment. After peace was declared he located in the village of New York, Wayne County, Iowa. After three years he removed to Russell, Lucas County, Iowa. He then entered the College of Physicians and Surgeons at Keokuk, Iowa, graduating from that institution in 1871. In 1889 Dr. Hatton located in Des Moines, forming a co-partnership with Dr. W. H. Ward, one of the oldest practitioners in Polk County. In 1880 Dr. Hatton married Miss Anna M. Matthews, an Ohio lady of high attainments and liberal education. He is an active member of the Christian Church, a Knight Templar, a member of Knights of Pythias and a good Democrat.

IDA C. HULTIN is the minister of the Unitarian Church of Des Moines. She is of Scandinavian descent, her father coming from Sweden; and through her mother she inherits from the old New England stock. She began preaching when a little over twenty years of age and has been in the work continuously since, during which time she took a two years' course of study in Michigan University, at the same time attending to her work as a minister. Miss Hultin says she adopted herself when she was fourteen years old, having supported and educated herself since that time. She is a believer in progressive womanhood as well as an illustration of the same.

DR. D. W. SMOUSE is the State Medical Examiner of the Iowa "Knights" and for The Travellers and other insurance companies. Special attention is given to surgery and his reputation as a skillful and thorough practitioner in all branches of the profession is second to none. Special attention is given to electricity in all its branches as a medical agent and he has the most complete appliances, medical batteries, and all the facilities for its application. He believes in its remedial efficacy thoroughly, and has had marked success in its application. (Portrait on another page.)

THE RETAIL TRADE

While the retail business of the city does not enter into the statistics of the city considerable attention has been paid to the subject while gathering up the matter for the other branches of business. It is expressing it very mildly when we say that it is in a healthy condition, for with one accord our retail merchants proclaim that prices have been well sustained, collections have been fully up to the average—many report them better—while the amount of business has grown very perceptibly. There have been fewer failures in the city during the year just drawn to a close than heretofore, and those few who have been so unfortunate have been of that class whose suspensions involved such small amounts as to receive hardly a passing notice. The open fall



DR. JOHN B. HATTON.



REV. IDA C. HULTIN.

and winter has had its effect upon such lines of trade as clothing, woolen goods, boots and shoes, rubbers, etc., but not to any great amount, for with an increased trade during the remainder of the year, the books will show favorably, with the volume transacted in previous years. From newspaper reports from neighboring cities and states, one would judge that our city has suffered to a much smaller degree from this cause than any of our neighbors. The growth of retail business houses has kept pace with the increase in population, and the residence portion of the city can have their wants generally supplied near at home, so far as the common necessities are concerned.

In 1889 Iowa was blest with the most bountiful crop of grain ever known, and other states enjoyed like blessings to a great degree, causing to drop so low that in the aggregate the money value of these crops was less than in several previous years, and our grain firms, while handling thousands of bushels more grain, did but a very small percentage more of business than in 1888. The past year, while the production has not been so abundant as last, values have advanced and a larger increase is shown in the volume of business transacted at this point. The increase in 1890 is \$185,000 on a moderate crop as compared with \$25,000 increase in 1889 with an immense production.

The Union Stock Yards, which were established some months ago, did not seem to meet with that amount of patronage that was expected when the yards were opened, but under the management of the present owners who purchased the property several weeks ago the volume of business has increased weekly. The Rock Island yards have increased their business during the past year. The total amount of business has been \$776,940—an increase of \$228,980 over the year 1889.



R. T. Davis Mill Company

FULL · ROLLER · SYSTEM.

BRANCH HOUSES:
Des Moines, Iowa,
Ottumwa, Iowa,
Omaha, Neb.

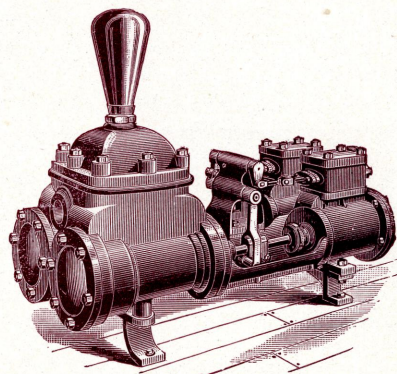


ST. JOSEPH, MO.

KERFOOT BROS.

317
COURT
AVENUE.

TELEPHONE
414.



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AND SEE
MAUD S.
FORCE
PUMP.

CLINTON NOURSE.

GEO. E. HALLET.

NOURSE & HALLET,

ARCHITECTS ❖ ❖ ▷

OF THE



Y. M. C. A. Building,
Highland Park College Buildings, Etc.

Liverpool and Des Moines PACKING COMPANY.

THIS Company was incorporated October 1, 1889, and later consolidated with the Des Moines and W. S. Ellsworth Packing Company, and now control all the packing houses of Des Moines. They have a capacity of packing Two Thousand hogs per day. The main packing house is four stories high and 130x170 feet, and the slaughter and rendering house is 80x130, which makes this establishment one of

THE ❖ LARGEST ❖ IN ❖ THE ❖ WEST,

Giving Employment to over 200 men, who are all skilled in the business and are paid high wages.



Y. M. C. A. BUILDING.

Business Education

AT
IOWA BUSINESS COLLEGE,

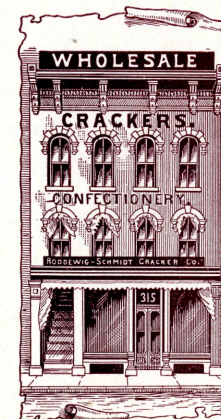
DES MOINES, IOWA.

THE most practical school for business training in the West. Four excellent penmen as teachers. Three Mathematicians and Lightning Calculators. A fine Commercial Lawyer as instructor. Thirty business men as Advisory Board. Board \$2.25 per week. Positions secured for worthy graduates. The course of Business Training at this College is alone worth more than the full course in any other school in the city. A SPECIAL SCHOOL OF SHORTHAND, presided over by a No. 1 Reporter. Fourteen typewriters, including Caligraph, Remington and Hammond. Address,

A. C. JENNINGS, President.

RODDEWIG-SCHMIDT CRACKER CO.

MANUFACTURERS AND WHOLESALE OF



Crackers ❖ ❖
AND
❖ ❖ Candies,

315 COURT AVENUE,
DES MOINES, IOWA.

SPECIALTIES:

GEM BUTTER. GEM OYSTER.

B. W. MORGAN, MANAGER.

Redhead, Norton, Lathrop & Co.,

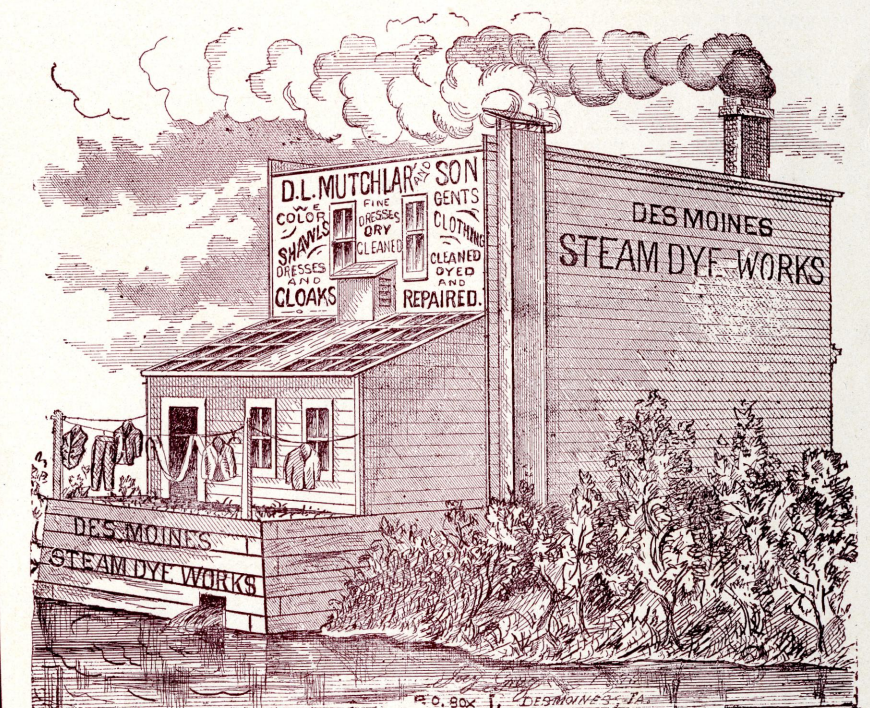
607 AND 609 LOCUST STREET.

MISCELLANEOUS BOOKS,	STANDARD BOOKS,
LADIES' FINE STATIONERY,	MERCANTILE STATIONERY,
BLANK BOOKS,	OFFICE SUPPLIES,
WALL PAPERS,	ATHLETIC GOODS,
PAPIER MACHE WALL DECORATIONS,	BICYCLES & VELOCIPEDES.

IN ALL THE ABOVE LINES

We Carry by Far the Largest Stock and Greatest Variety in the State.

Des Moines Steam Dye Works



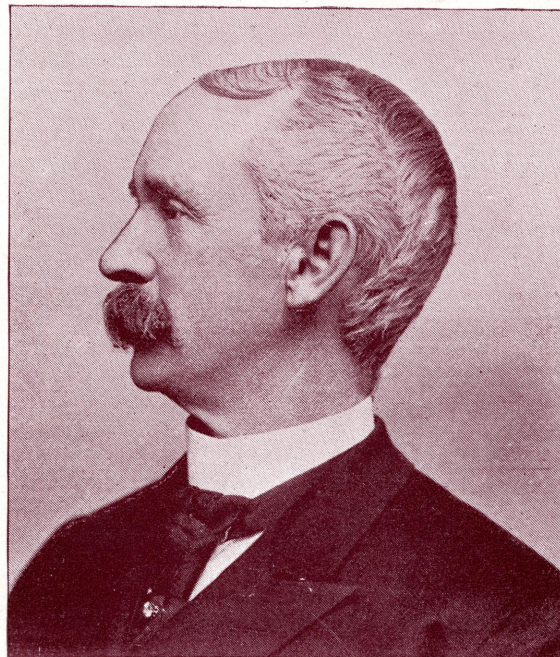
FLANNEL AND CLOTH DRESSES, LADIES' CLOAKS, SACQUES, AND Gents' Clothing cleaned or dyed without ripping. Piano and Table Covers, also Window Curtains cleaned or colored; Plumes and Ribbons dyed all colors.

BIOGRAPHICAL AND JOURNALISTIC.



RICHARD W. BARGER.

RICHARD W. BARGER is without exception the most able insurance lawyer in the State. His clientage in this department of law takes him to all portions of the country and includes all of the large companies in the United States. He gives his entire attention to this branch, making his headquarters the most of the time in Chicago. Mr. Barger was born in De Witt County, Ill., in 1849, but passed the most of his boyhood in McLean County, Ill., where he attended the public schools until he was 13 years old, when he entered the army as drummer boy in Company K, 73d Illinois Volunteers. After serving through the war and receiving an honorable discharge he entered the Illinois Wesleyan Uni-



E. B. WHITCOMB,
PROPRIETOR AND MANAGER MAIL AND TIMES.

versity at Bloomington, graduating with the degree of Master of Arts in 1871. He worked his way through college by teaching and commenced the study of law at the Iowa State University, after which he was admitted to practice at Mt. Pleasant, Iowa. He removed to Des Moines in 1876. He is one of the most prominent and respected members of the profession in Polk County, and deserves a more extended notice, but our space forbids it. He was married to a beautiful and talented Des Moines lady, Miss Belle Moore, in 1889.

WILLIAM FITCH CONRAD, Judge of the Ninth Judicial District, was born in Ithaca, N. Y. He prepared for college at the Genesee Wesleyan Seminary, Lima, N. Y., and graduated from Wesleyan University, Middletown, Conn., in class of '53. He was admitted to the bar in 1855, locating at Burlington, Iowa, and remaining there until 1862, when he enlisted in Company G, 25th Iowa Infantry, as a private. He was elected Captain of the company a short time afterwards, and was made prisoner by the rebels near Vicksburg and sent to Libby prison, where he was kept nearly a year. He was afterwards transferred to different prisons and managed to escape from the hands of the confederates in 1864, making his way with the greatest suffering and privation for six weeks to the Union lines near Knoxville, Tenn. After the war was ended he engaged in the practice of his profession at Canton, Mo., remaining there until 1876, when he came to Des Moines and pursued a most successful law practice until he was elected to the bench in 1886. He married Miss Harriet Pierce, of Maine, in 1853; she died in 1888. Judge Conrad has the respect and esteem of all his friends and the entire community.

THE MAIL AND TIMES.

March 2, 1889, the following notices appeared in the columns of the *Mail and Times*, and two years having passed, the people can rightly judge as to how all promises have been fulfilled by the proprietors of that sheet:

The newspaper kaleidoscope of Des Moines has been given another whirl. Mr. J. E. Clarey announces in yesterday's issue of the *Mail and Times* that he has sold his interest in that paper to his partners, Messrs. Whitcomb & Persinger, and will hereafter devote his capital and time to one of the new manufacturing enterprises of Des Moines. Mr. Clarey's career as an editor has been a mixture of sunshine and storm, but he made a brave fight and has fairly earned the reputation of being independent with all the pugilistic penciling the term implies. The *Mail and Times* has had three proprietors, two of whom still own and control it. Mr. H. R. Persinger will now be the sole editor, and he will edit it as ably and faithfully as it is possible for the paper to be edited in the line which he has chosen for that paper's special field of labor. Mr. E. B. Whitcomb will have exclusive business control, as he has had ever since he became connected with the paper. He is thoroughly systematic, and has made an excellent reputation in his management of the business interests of the paper. His earnest, untiring labor has done more to make the paper a success than all others connected therewith combined. He has been engaged in the business department of newspaper life in Des Moines about seventeen years. During this long term of service he has gained a valuable knowledge of all the business interests of the city—a knowledge which is almost invaluable to a newspaper, as a popular newspaper has more patrons than any other business in its own city. The *Mail and Times* is well balanced as newly re-organized, and will undoubtedly become more generally popular than ever before.—*State Register*.

The retirement of Mr. J. E. Clarey from the *Mail and Times* was a real surprise and will be regretted by the many friends of Mr. Clarey. The present proprietors are Messrs. Whitcomb & Persinger, a full team, who will keep the paper up to its present high rank among Des Moines journals.—*The Auspiger*.

Mr. J. E. Clarey, for so many years editor of the *Mail*, now the *Mail and Times*, the society paper of Des Moines, and lately the efficient secretary of the Merchants' Exchange of Des Moines, has sold his interest in the *Mail and Times* to his partners, Messrs. Whitcomb and Persinger. The *Mail and Times*



WILLIAM F. CONRAD.

will continue in the hands of its present business manager, Mr. E. B. Whitcomb, whose long experience has made him an expert in that department of newspaper work, and of Mr. E. R. Persinger, who has few equals as a society editor. The fields of an agricultural and society paper lie far apart, but not so far but the toilers therein may not recognize good work when they see it, and cheer faithful workmen.—*Iowa Homestead*.



H. R. PERSINGER,
PROPRIETOR AND EDITOR MAIL AND TIMES.

MANUFACTURING AND ELECTRIC LIGHTING.

MANUFACTURING AND NEW ENTERPRISES.

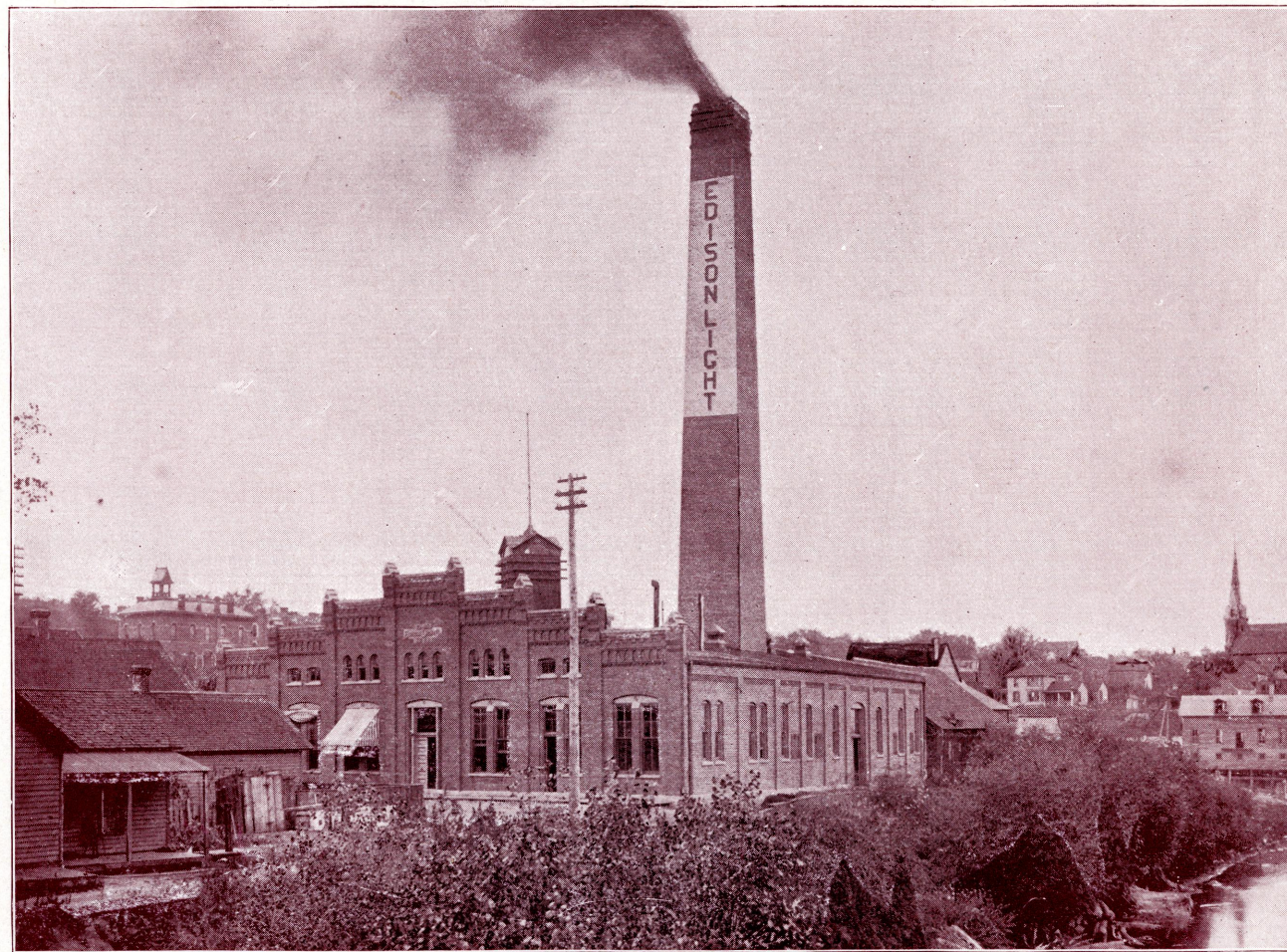
THE past twelve months may be said to have been fruitful ones in the way of new industrial enterprises for our city, as an exceedingly large number of accessions have been made to our long list of manufactories, while of those previously established many have been enlarged by the addition of machinery and the employment of a greater number of workmen, and we have yet to learn of a single one that has fallen behind the previous year in the amount of output or dollars' worth of business done. In fact there has been an increase of over \$2,000,000 in production and sales over the previous year, which is a showing of which any city might be proud. The many advantages of our city are becoming more widely known each year, and as they become known they are bringing additions to our manufactories in the shape of new enterprises, more capital from abroad, more workmen, etc. While some of the enterprises launched during the past year are not mammoth concerns, they are started under such circumstances that they are bound to grow from year to year, which is far preferable to embarking too largely and then having to shorten sail in order to weather the breeze, which is only too often the case. While in many instances the capital for the formation of these new industries has been furnished by our own citizens, there is hardly one of them but has secured more or less capital from outside parties, and in some cases the entire amount has been of foreign capital.

* * *

The following additions have been made to our city's industrial interests since the 1st of January, 1890:

Bales Automatic Car Coupler Company.
 Springer Automatic Car Coupler Company.
 Automatic Railway Signal Company.
 Merchants' Barb Wire Company.
 Capital City Oat Meal Company.
 Inter-State Lock Brick and Paving Company.
 Crabb Iron Fence Company.
 Central Brick and Tile Company.
 Iowa Trunk and Bag Manufacturing Company.
 Des Moines Glove Manufacturing Company.
 Pearsall-Lyman Company, extracts, etc.
 Bachman's Yeast Manufacturing Company.
 National Novelty Company.
 Iowa Straw and Felt Hat Factory.
 Des Moines Water Power Electric Company.
 Des Moines Novelty Company.
 Dominion Sanitary and Cremation Company.
 Des Moines Brick Manufacturing Company.
 Bromley Jewelry Manufacturing Company.
 Henshaw & Clark, agricultural steamers.
 Des Moines Yeast Manufacturing Company.
 Daisy Washing Machine Company.
 Iowa Rubber Stamp and Stencil Company.
 Alliance Binder Twine Company.
 Iowa Fruit Preserving Works.
 Capital City Fuel Gas Company.
 Des Moines Knitting Factory.

Perpetual Watch Movement Company.
 United States Stock Food Company.
 The Kratzer Carriage Company.
 Economy Gas Tip Company.
 Williams Shirt Manufacturing Company.
 The Capilline Company.
 Dealers' Manufacturing and Jobbing Company.
 Morgan Well Auger Company.
 Des Moines Box Works.
 King Mop and Wringer Company.
 Bristol Manufacturing Company.
 Hess Storage Battery Company.
 Begivin and Buttell Piano Factory.
 Iowa Machine, Novelty and Brass Works.



EDISON LIGHT WORKS.

Des Moines Beet Sugar and Preserving Company.
 Field Manufacturing Company.
 Early Bird Phosphate Company.
 Hawkeye Wire and Carpet Stretcher Company.
 Standard Coal Company (manufacturers briquettes).
 Hoover Fence Loom Company.
 Springer Buckle Company.
 Railway Car Automatic Fire Extinguisher Company.

In addition to these there are three or four others that are just completing their organization. Altogether the above is a very favorable showing for Des Moines and will stand a comparison with that of any other city in the whole country for the same length of time.

EDISON LIGHT STATION.

The accompanying cut represents the new plant of the Edison Electric Light Company of Des Moines. The original plant of the company was the first Edison station equipped in Iowa. It was located in the business center of the city and for five years supplied Des Moines with incandescent light. At that time the demand outgrew the capacity of the plant.

* * *

The new station herewith illustrated is on the river bank. Considerable new machinery was installed, and the station now has a capacity of 10,000 lights. It is so arranged, however, that the capacity may be greatly increased, and the growing demand for incandescent lights leads the company to believe that it will soon be called upon to introduce additional machinery. At present six generators are employed. They are operated by one Buckeye and two high speed Williams engines with vacuum pump attachment.

* * *

The water used is taken from the river, filtered through cobbles and gravel to a large cistern, thence through charcoal filters to two auxiliary boilers, and from these boilers it runs in an absolutely pure condition to the boilers proper.

* * *

The switch-boards, like everything about the new station, are of handsome design. Back of the dynamo and boiler rooms are three store-rooms and a meter room. The offices are in the front of the building, and are admirably arranged.

* * *

The street system of the company was rebuilt throughout in 1889, and during the last year \$20,000 was expended in the extension of the system. The new station was built under the personal supervision of J. A. Colby, manager and secretary of the company.

* * *

The magnitude of the plant may be imagined from the statement that, including the real estate, buildings, machinery and street system, it has cost thus far \$150,000. The Edison Company is here

to stay and will continue to extend its system until the whole city is taken.

* * *

In this connection a description of the meter by which electricity is measured will not be out of place. The meter is composed of a small glass bottle containing chemical liquid as clear and white as pure water. In this liquid are two resistance plates, securely held an eighth of an inch apart, screwed on a prong. The current jumps from one plate to the other, taking with it a small portion of the first plate and depositing on the opposite one. The plates are weighed from time to time, the deposit indicating the amount of electricity consumed.

DEERE & CO.,
Moline, Illinois.

MOLINE WAGON CO.,
Moline, Illinois.

H. H. SICKELS,
Des Moines, Iowa.

H. H. SICKELS & CO.,

WHOLESALE

Agricultural Implements.

MOLINE WAGONS, DEERE PLOWS AND PLANTERS.

FINE LINE OF

Buggies, Carriages and Phaetons.

119, 121 AND 123 WEST THIRD STREET,

DES MOINES, IOWA.

ESTABLISHED 1871.

Eagle Iron Works.

D. E. PERKINS, Sec'y and Treas.

**IRON FOUNDRY AND
MACHINE WORKS.**

General manufacturers Medium and Heavy Cast-
ings, Architectural and Ornamental Iron
Work, Plain Pulleys, Split Pulleys,
Double Pulleys, Shafting,
Hangers. Couplings.

East Court Avenue and Third Sts.,

DES MOINES, IOWA.

W. L. BROWN, President.

W. A. COOPER, Treasurer.

W. W. WITMER, Secretary.

NORTHWESTERN ❖ ❖

❖ ❖ SUSPENDER CO.,

MANUFACTURERS OF

SUSPENDERS,
SHOULDER BRACES,
HOSE SUPPORTS,
ARM BANDS.



DES MOINES,

❖ IOWA. ❖

SOLE OWNERS IN THE WEST OF

SPRINGER WIRE BUCKLES,

THE BEST IN USE.

Iowa Savings and Loan Ass'n.,

310, 311, 312 AND 313 IOWA LOAN AND TRUST BUILDING.

Is the First State Association.

Is the First to have a Definite Plan.

Is the First in Everything.

MADE AND PAID TO STOCKHOLDERS 15 PER CENT FIRST YEAR.

Sixty Cents a Month Saved for 84 Months will be Worth \$100.

WRITE FOR PLAN TO

W. W. WOODARD, Secretary.

ABSOLUTE SAFETY GUARANTEED.



WEST WALNUT STREET.

Alice A. Goodrich, M. D.

HOMEOPATHIST,

719 EAST FIFTH STREET,

DES MOINES, IOWA.

Telephone 502.

Office Hours, 11 A. M. to 4 P. M.

Special Attention Given to Diseases of Women.

CARTS
COLUMBUS. MILAN.
GREAT WESTERN.

Moline, Milburn & Stoddard Co.

COR. SIXTH AND VINE STS., DES MOINES.

AGRICULTURAL ❖ IMPLEMENTS.

Fine Carriages and Buggies, Fine Delivery
Pleasure and Express Wagons,
Business Vehicles, Trucks and Drays

❖ ❖ A SPECIALTY. ❖ ❖

W. E. HOFFMAN, President and Treasurer.



Des Moines Saddlery Co., ❖

309 and 311 COURT AVENUE,

DES MOINES, IOWA.

**FACTS ABOUT
WHITE BRONZE.**

It is cast from a Refined Non-
Corrosive Metal.

It is not Porous; has no Fissures and will not Absorb
Moisture.

It will not Grow Moss nor Require Cleaning.

Frost has no Effect upon it.

Inscriptions are cast in Raised Letters, and will Always
Remain Legible.

More Artistic Designs can be Produced than in other
Materials.

No Monumental Material has ever Received such Unquali-
fied Scientific Endorsements.

AGENTS WANTED. GOOD TERMS. WRITE US.

Western White Bronze Co.,

DES MOINES IOWA.



COMMERCIAL AND EDUCATIONAL.

THE COMMERCIAL EXCHANGE.

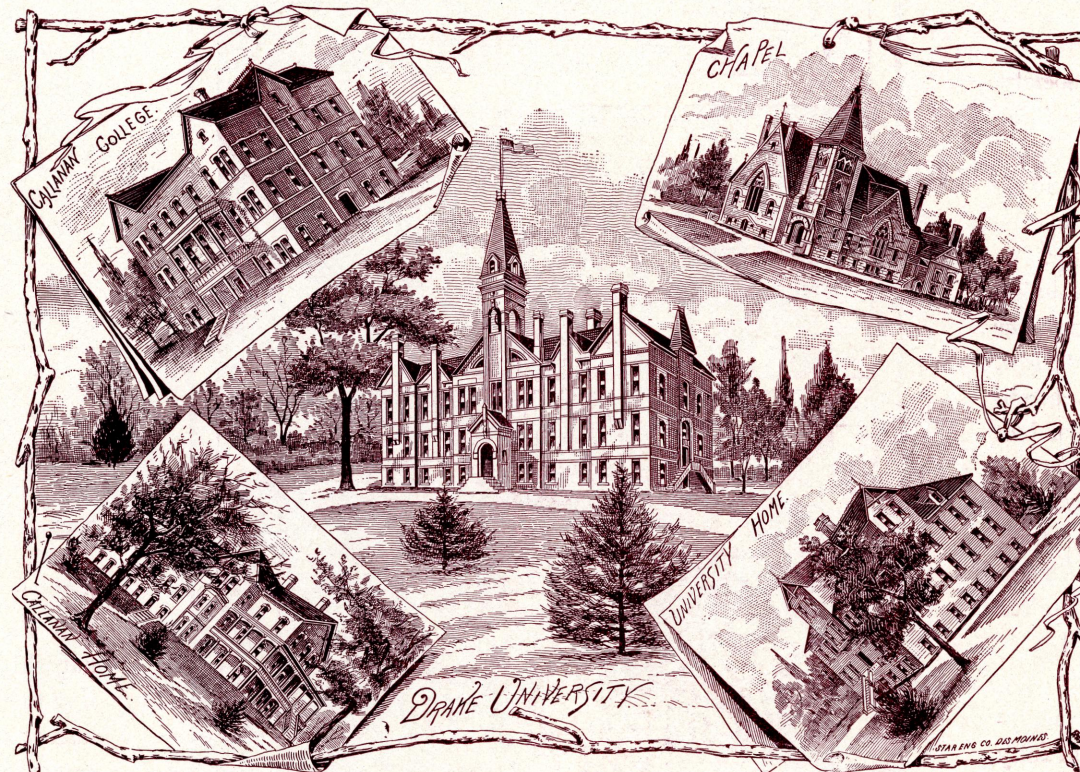
THIS business men's organization is doing yeoman service in the upbuilding of Des Moines; their correspondence runs up into hundreds of letters per month and is productive of much good. The work of the Exchange, or much of it, at least, is of that nature that is not made public, and while it may not have been alone the means of securing some of our industrial and other enterprises, it has been, either directly or indirectly, interested in nearly all of them. Thousands of pamphlets, leaflets and other advertising matter have been sent out during the past year to manufacturers, capitalists and others all over the country, and it is bearing fruit in the way of numerous inquiries from sources heretofore not acquainted with us, and will undoubtedly be the means of bringing to Des Moines in the future a large amount of additional capital as well as many industrial enterprises. This institution took up the matter of annexation and carried it to a successful termination, so that Des Moines is now a united city instead of a cluster of minor municipalities, and maps of the new and enlarged city have been gotten out and scattered broadcast over the land, showing to the outside world what we really are. As the Commercial Exchange is also a bureau of information for the whole city, numerous inquiries are received for which much time and no little expense is needed for intelligent answers, and it is thus at all times gathering valuable information regarding everything pertaining to the city for which there may become a call. To this end the Secretary is gathering together analyses of our clays, sands, waters, etc., for which there are growing inquiries. This organization took up the beet sugar question and proved to our citizens that beets containing a high percentage of sucrose could be grown here, and that the manufacture of sugar could be as successfully conducted in Des Moines as at any other point in the West.

In the matter of new enterprises no recommendation is given until after a committee of the board of directors has thoroughly investigated it and found it worthy of the support of our citizens. There seems to be quite a disposition among many of the Eastern manufacturers to remove their plants from the borders of the Atlantic to points nearer the center of trade, viz: the Mississippi Valley, and a large amount of correspondence in this direction is now being carried on, with bright prospects of our city securing some important industries. The Exchange never was in a more flourishing condition than at the present time, and is daily growing in usefulness and adding to its membership.

The Secretary has prepared and circulated an exhaustive exhibit of the improvements—both public and private—for 1890, the growth of manufacturing, mercantile and other business interests, etc. Mr. G. F. Selleck, the present Secretary, has proven himself to be the proper man in the proper place and is entitled to great praise for his efficient work. Mr. Lowrie W. Goode, the new President, has infused new vigor into the Exchange, and great results and lasting benefits are sure to follow his selection for that important position.

DRAKE UNIVERSITY.

This great and growing institution of learning is justly the pride of the City and State. It was founded in 1881 and has proven a phenomenal success in every essential particular. It is most happily situated upon a beautiful, shaded campus in the northwest portion of the City. Upon this campus, so well suited by nature for the seat of a great university, have already been erected large and commodious buildings, well supplied with apparatuses, libraries, musical instruments, museums and other needed appliances in a first-class college. The financial management has been in a high degree successful. The institution has seven strong literary societies which meet in their well furnished halls. Through the liberality of Mr. James Callanan the elegant property of Callanan College has been turned over for the use of the normal and other departments of the University. The accompanying cut will indicate the character of the several buildings used by the school. The University catalogue for 1889-90 shows an actual enrollment for the year of 827 students, 56 instructors and 44 graduates. The extent and thoroughness of the courses of study and the unusual ability and reputation of the professors



are yearly attracting to this institution many of the best class of students from other institutions. It is said that not less than twenty other colleges are represented in the under graduate and post graduate courses this session. It is the boast and pride of the friends of the University that a diploma from any of its departments will carry with it an assurance of all it indicates. The faculty believes that it is an education rather than a diploma that the student needs, hence that the latter must be earned before received.

The following are the organized faculty of the University, with their respective heads: George T. Carpenter, A. M., LL. D., Chancellor of the University; Barton O. Aylesworth, A. M., President of the College of Letters and Science; Alva I. Hobbs, A. M., LL. D., Dean of the Bible College; Henry D. McAneney, D. B. Sc., Principal of Business College; Maro L. Bartlett, Mus. D., Director of the Musical College; Mrs. Celeste B. Givens, Mus. B., Assistant Musical Director of the University; Sarah J. Cottrell, Teacher of Painting, Drawing and the Art of Decorating; Charles W. Martindale, A. M., President of Callanan College; Hon. Andrew J. Baker, Dean of the College of Law; Lewis Schooler, M. D., Dean of the College of Medicine and Pharmacy.

THE JOBBING TRADE.

The wholesale trade of the city was never on a more substantial footing than at the present time, and a larger volume of business was transacted last year than in any previous year. The following table shows the increase over 1889:

	Amount.	Increase.
Agricultural implements.....	\$ 2,782,550	\$ 364,000
Agricultural steam boilers.....	38,000	18,000
Alcohol and liquor (estimated).....	400,000	175,000
Barbed wire.....	525,000	---
Brick.....	306,336	80,836
Books and stationery.....	503,000	76,000
Brooms (from factories).....	17,200	2,200
Boots, shoes and rubbers.....	790,000	110,000
Butter, cheese and eggs.....	1,150,000	300,000
Butchers' tools, etc.....	25,000	15,000
Coke.....	21,000	---
Clothing.....	63,000	21,000
Carriages, etc. (independent of impl't houses)	187,500	41,000
China and glassware.....	352,000	27,000
Crackers.....	350,000	110,000
Coffees, spices, etc.....	391,200	85,200
Cigars.....	326,850	60,000
Commission and produce.....	634,840	126,970
Coal, hard and soft (exclusive local mines).....	167,000	17,000
Coal from mines (excess local trade).....	1,064,085	63,785
Confectionery and candies (from factories).....	398,000	134,000
Dental and barber supplies.....	113,000	17,500
Drugs and chemicals.....	533,960	106,790
Dry goods (not including notions).....	387,000	160,000
Electrical appliances.....	31,000	6,000
Extracts, essences, etc.....	50,750	7,750
Earthenware.....	67,560	11,260
Excelsior.....	10,000	5,000
Feed.....	85,000	29,200
Flour.....	547,800	139,000
Furniture.....	205,000	28,000
Frames, mouldings, etc.....	25,100	5,200
Groceries.....	3,979,000	475,000
Gloves and mittens.....	37,000	23,000
Hams, cured.....	312,500	62,500
Harness, saddles, etc.....	313,700	10,000
Hardware.....	555,000	60,000
Hay.....	273,000	73,000
Hides and tallow.....	266,000	5,000
Ice.....	10,000	3,000
Jewelry, watches, etc.....	640,000	75,000
Leather and findings.....	165,000	30,000
Lumber.....	961,500	104,000
Lime, cement, etc.....	311,000	151,000
Malt.....	12,000	---
Mill furnishings, etc.....	290,000	30,000
Medicines, proprietary (exclusive of drugs).....	368,600	98,600
Millinery and fancy goods (not including notions).....	825,000	25,000
Notions and furnishing goods.....	337,000	70,000
Oat meal.....	155,000	---
Oils (lubricating and illuminating).....	1,422,500	260,000
Oils (linseed).....	387,500	77,500
Preserves, jellies, etc. (from factory).....	14,700	14,700
Packed meats (not including cured hams).....	2,651,250	530,250
Paints, glass, etc.....	70,250	7,000
Photographers' supplies.....	76,000	6,000
Powder, blasting and sporting.....	69,300	13,300
Print paper.....	33,000	4,500
Printing presses, type and machinery.....	41,000	3,000
Scales (from factories).....	5,000	3,000
Stock food (from factories).....	10,000	10,000
Suspenders.....	50,000	12,000
Seeds.....	66,900	5,000
Soap (from factories).....	215,000	74,500
Subscription books.....	400,000	200,000
Show cases, stained glass, etc.....	40,000	3,500
Starch (from factories).....	468,750	---
Spring beds and mattresses.....	95,460	7,660
Scrap iron and steel.....	44,600	4,600
Trunks (from factories).....	19,000	10,000
Vinegar, pickles, etc.....	101,000	30,650
Wrapping paper.....	95,000	10,000
Woolen goods (from factories).....	200,000	50,000
Washing machines (from factories).....	9,000	4,000
Total.....	\$ 28,848,741	\$ 4,966,45

THE MAIL AND TIMES.

THE *Mail and Times* presents the Des Moines public this, the most elegant business souvenir ever issued or attempted in the State, with that pardonable pride which is always associated with anything that is done well and worthily. THE SOUVENIR represents months of hard work, both physical and mental, and an enormous expense, as its elaborate character will reveal. It is, however, characteristic of the *Mail and Times* and the solid, substantial foundation upon which the paper has been, is now, and will be conducted. It may not be amiss, in this connection, to briefly review the career of the journal which has undertaken and published the enterprising and elegant business souvenir of Iowa's Capital City, and which is destined to reflect equal credit upon Des Moines and the *Mail and Times* for at least a generation to come.

* * *

The *Mail and Times* is the chrysalis of the pioneer society, musical, dramatic and literary weekly of Iowa—*The Mail Car*—which was established, on a very humble scale, October 18, 1879, in one of the little 5x10 rooms or cages that made up the office wings extending from the old Fifth Street Methodist church, now the site of the Iowa Loan and Trust Company's imposing six story building. It flourished from the start, and although during its twelve years' existence it has had four proprietors, its founder and business manager still own, edit and control its destinies. In 1884 it became the *Mail*, the word car being dropped from the title. The *Times* was established on October 7, 1883, and continued as a rival and independent paper until April 1, 1888, when the consolidation of the two papers was brought about and the title became the *Mail and Times*. As everybody in Des Moines knows, its success has never wavered, and it continues to-day one of the most solidly established, widely known and popular journals of its class to be found anywhere in the United States.

* * *

The *Mail and Times* is pre-eminently the model weekly newspaper plant of Iowa. It is acknowledged and rated as such, and fully justifies the enviable distinction that the term implies.

* * *

The *Mail and Times* is invariably entertaining and elevating in its character, rendering it a household favorite and necessity, and at the cheapness of \$2 a year or 5 cents a copy, served by reliable newsboys, it is within the reach of all, from the rich to the poor. Hence, also, its unquestioned preference as a popular advertising medium of Des Moines.

* * *

Speaking of advertising, the columns of the *Mail and Times* demonstrate whether or not its claims are justified. The leading and strongest firms in the city are fully and steadily represented, and that, too, on a strictly cash basis. There is not a trade advertisement in the paper. The *Mail and Times* and every one in any way what-

soever connected with it follow the strictly cash system and pay as they go. No indebtedness is allowed to be incurred under any circumstances, and therefore bills or duns are unknown in its building. It is the only peaceful and prosperous business system, and many firms are gradually but determinedly coming to adopt it. May the day of unanimity be hastened along.



On this page the *Mail and Times* gives an illustration of its building and home, situated in the business heart of Des Moines, within two blocks of the postoffice, one block of the leading hotel and Grand opera house, and three blocks of the principal depots. The building is three stories in height, including the large and well-lighted basement with its cemented floor and walls, with a handsome front of Philadelphia pressed brick and plate-glass windows. Since the accom-

panying cut was engraved the building has been ornamented with handsome signs and rich stained glass window uppers, adding very materially to both the exterior and interior appearances. The appointments of the building are peculiarly well suited to the transaction of the newspaper business. The counting room is upon the street floor and is one of the neatest and most inviting in the city. The press room is immediately back of it, a large apartment to itself, while immediately above is situated the fine editorial parlor. To the rear is the large and well-lighted composing room, with its busy foreman and rapid typos, and where strict discipline and neatness are maintained. The large concreted basement is used for the storage of the handsome cream-tinted paper on which the *Mail and Times* is printed and which is purchased in carload lots. The basement also contains the newsboys' quarters, where they swarm on Saturday mornings, toast their shins around the large furnace and are supplied with their armful of papers. In a word, few of the weeklies of Iowa have risen to the dignity of a building and home of their own, and the *Mail and Times* will be pardoned for the pride it feels in this reference to its bailiwick. There is not a dollar's indebtedness or incumbrance on either the building or its contents.

* * *

The success of the *Mail and Times* is the marvel of many of its esteemed exchanges and contemporaries. It is no marvel to its founders and publishers, however. It is simply the triumph of nearly twelve years of persistent and determined application, the fruits of which are just now beginning to be fully realized. The world was not made in a day, and neither can any business become established and remunerative without years of exacting toil and ceaseless devotion. But that certain reward comes to all who work faithfully and wait patiently is prehistoric, and no one should be deceived in imagining that its success has been attained without the customary years of hardships, backsets and innumerable adversities that hedge the pathway to final victory. The building up of the paper has been no easy task or child's play. Its owners and editors have been very much in earnest as well as industrious. They have given the paper character as well as effort.

* * *

The average patron of a newspaper has little idea of the task of gathering, classifying and preparing the news and advertising that go to fill the columns. Every hour counts, where the proprietor or attache is not naturally a sluggard. The only lamentation is that time is so short and fleeting, preventing them from doing more and better work.

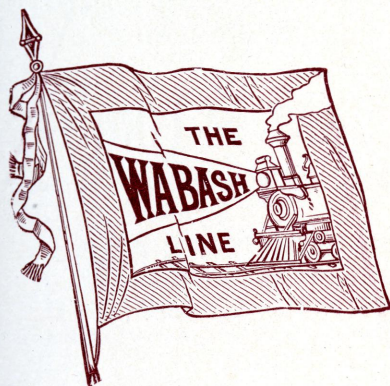
* * *

One thing more—while the *Mail and Times* is particularly a local paper and enjoys the preference of Des Moines homes and society, it is also in growing demand throughout the United States and foreign countries wherever Des Moiners travel or locate. All former Des Moiners invariably subscribe for it.

"BANNER ROUTE"



WABASH RAILROAD



ONLY THROUGH SLEEPING CAR SERVICE

BETWEEN

Des Moines, Kansas City ^{AND} St. Louis

THE SHORTEST AND MOST DIRECT LINE TO ALL
HEALTH AND WINTER RESORTS FROM
FLORIDA TO CALIFORNIA.

TOURIST TICKETS ON SALE



AT GREATLY REDUCED RATES



The "Banner Route" traverses Six States. Fine Equipment,
Elegant Chair Cars, and Superb Dining Car Service.



FOR INFORMATION OF A DEFINITE CHARACTER, SLEEPING BERTHS
AND FOLDERS, CALL UPON OR ADDRESS

F. CHANDLER,
Gen'l Pass. & Tkt. Agt.
ST. LOUIS, MO.

L. M. MARTIN,
Commercial Agent,
DES MOINES, IA.

S. A. STEVENSON,
City Ticket Agent,
SAVERY HOUSE, DES MOINES, IA.

"High Bridge Route"



Des Moines & Northern Ry^o C., M. & St. P. Ry. Co.

.. THE ..

PASSENGER & FREIGHT ROUTE

.. BETWEEN ..

Des Moines & Chicago,
Sioux City, St. Paul,
ALL POINTS IN THE UNITED



Elegant Train Service . . .

. . . Including Electric-Lighted
Coaches and Sleeping Cars;
perfectly complete Dining Car
Service, and Rapid Transit be-
tween starting point and desti-
nation on all trains. . . .

. . . Special Accommodations
furnished at any time to The-
atrical Companies, Societies
or Private Parties. . . .

**DES MOINES
& NORTHERN**

RY.



Milwaukee, Omaha,
Minneapolis and
STATES AND THE CANADAS.



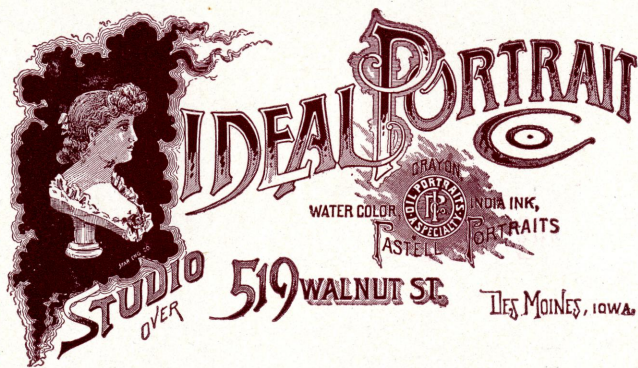
A Des Moines Institution . . .

Owned and operated by Iowa
people. It asks recognition as
Such. All freight consigned to
its care is traced from time of
shipment to its receipt by con-
signee. This route is working
solely in the interest of Des
Moines. Afford it an oppor-
tunity of proving this. . . .

L. M. MARTIN, Gen'l Manager,
UNION DEPOT.

S. A. STEVENSON, Gen'l Pass. & Tkt. Agt.,
SAVERY HOUSE.

R. C. MARTIN, Commercial Agent,
UNION DEPOT.



The Ideal Portrait Co.

Is composed of some of our best business men, who have ample capital to carry on the work in the best manner possible.

THEIR ELEGANT ROOMS
ARE THE CENTER OF ATTRACTION

TO THE LOVERS OF ART,

And especially to those who believe in patronizing Des Moines institutions.

WHY SHOULD WE SEND AWAY

For a Fine Picture when we can do as well in our own City?

THE BUS LINE.

Main Office, 119 W. Fourth Street.

Telephone 97.

HACK and BAGGAGE CALLS

RECEIVE PROMPT ATTENTION.

EVERY DESCRIPTION OF . . .

LIGHT LIVERY.

Nicely Matched Teams and Pleasant Single Drivers. Entire Harness Outfit Manufactured new in Our Own Shop.

A Large Stock of Fine New Carriages

FOR FUNERALS, Etc. THESE CARRIAGES ARE NOT USED ON THE STREET AS HACKS, BUT ARE KEPT IN FOR PRIVATE CALLS.

L. J. WELLS.

STABLES: 119 Fourth Street and Ninth and Mulberry Streets.

ZOOLOGICAL GARDENS.

THE Des Moines Zoological Gardens, commonly called the Zoo, originated in the mind of Mr. L. M. Mann, with whom to conceive of an idea is to quietly and unostentatiously carry it into effect. The tract embraces 100 acres lying north of the Des Moines river, west of Sixth street, and when taken in hand by Mr. L. M. Mann was in its virgin wild state. He expended several thousands of dollars in grading and beautifying it, and with the assistance of a number of natural springs, he succeeded in forming a beautiful lake about the center of the ground.

The Zoo was first thrown open to the public on the Fourth of July, 1889, and the visitors on the occasion were most agreeably surprised to find that a fine collection of wild animals had been obtained and were on exhibition. Among the animals may be mentioned "Alice," a fine



WILLOW LAKE.

specimen of the African elephant, several lions and lionesses, tigers, leopards, panthers, kangaroos, monkeys, elk, black bear, and a large variety of the feathered tribe, including eagles, owls, cranes, muscovy ducks; also varieties of rabbits, squirrels, guinea pigs, etc., etc.

The Zoo immediately jumped into popularity and the public has patronized it liberally ever since the opening day. The Gardens abound in beautiful and picturesque scenery, as the engravings show. A thousand and one views similar to the ones shown may be obtained within the enclosure. The spot was intended by nature for a grand pleasure ground, and with the aid of competent landscape gardeners it is intended to make it a vast expanse of beautiful flowers, velvet green sward, and liquid lake.

Owing to a pressure of other business Mr. Mann was induced, after running the Zoo successfully for a season, to sell out to a company composed mainly of Des Moines business men and



Pumps, Tanks and Towers

WROUGHT IRON PIPE AND
FITTINGS, BRASS GOODS, ETC.

CARTER BROS.

217-223 E. Court Ave.

DES MOINES, IOWA.

THE CELEBRATED United States Stock Food,



For Horses, Cattle, Sheep, Hogs, Poultry, Etc.

UNIVERSALLY USED BY THE
STOCK MEN, FEEDERS AND BREEDERS
Of England and Scotland for over one-quarter of a century.

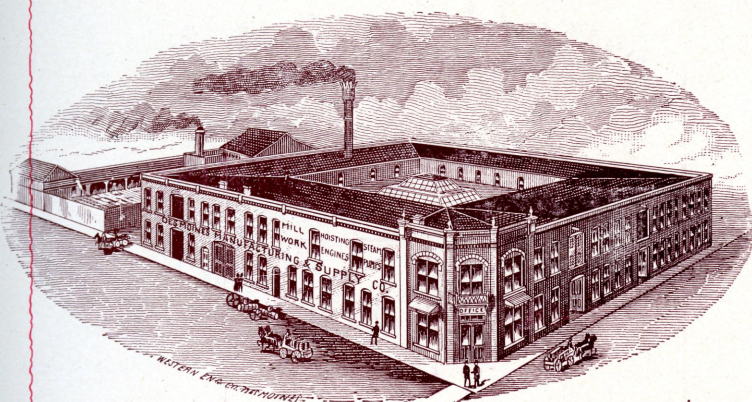
Is not medicine, but a tonic stimulant food. Contains no mineral poisons, but is made of health-giving herbs, seeds, barks and roots, and can be fed with perfect safety.

First Premium Awarded at the Iowa State Fair, 1890.

For further information address,

S. D. GOODRICH, MFR.,

620 Des Moines Street, Des Moines, Iowa.



DES MOINES

Manufacturing & Supply Company

MILL FURNISHERS.

Latest Improvements and Warranted System of Roller Milling
in all its Branches.

JARRETT'S SILVER CORD BOLTING CLOTH.

Mill and Elevator Supplies of all Kinds.

ENGINES, BOILERS, STEAM FITTINGS, BRASS GOODS, ETC.

OFFICE AND WORKS 101 TO 121 EAST COURT AVENUE.

DES MOINES, IOWA.

Light, Heat and Power ❁

Gas at \$1.70 per 1,000 cubic feet is cheaper than any form of Electric Light, and equally as cheap as Kerosene; is more reliable and of higher illuminating power.

Gas at \$1.50 per 1,000 cubic feet for cooking and intermittent heating is as cheap as Coal, Wood or Gasoline, without any of the accompanying dirt or danger.

Gas at \$1.25 per 1,000 cubic feet, for Gas Engines to the extent of ten-horse power, is cheaper than steam or electricity, and more reliable than either.

THESE ARE THE PRICES NOW
... CHARGED BY THE ...

Capital City ❁ ❁ ❁
❁ ❁ Gas Light Co.

offered as follows: President, W. W. Fink; Vice-President, Fred D. Goode; Treasurer, E. B. Whitcomb; and Secretary, R. H. Lyman. Mr. George C. Newman, who was Secretary for the year 1890, inaugurated several radical improvements in the Gardens, and during his administration a levy was built along the south end of the tract, also a fine animal house of brick and iron, with fine truss roof, as winter quarters especially for the animals.

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The Zoological Gardens is a favorite resort for the ladies, who, with their children, frequently take their lunch and picnic in this beautiful enclosure for the whole day. The children never seem to tire of watching the antics of the monkeys or the swaying motion kept up constantly by "Alice," the elephant. The water, too, with its shallow bottom, is perfectly safe, and the large number of pleasure boats kept by a responsible man on the lake are mostly engaged throughout the day by merry parties, who have a mile of safe water to row over.



OAK POINT.

There are ample transportation facilities to this popular public resort—the Belt road, which has recently been equipped with electricity and runs from the heart of the city directly to the Zoo gates. There are also other lines, including Sixth avenue, Ninth and Thirteenth streets, which concentrate at a point directly opposite the west line of the Zoo, where a large ferry boat, owned by the company, transports passengers across the river to the Gardens. The fare by either route is only 5 cents, and admission to the Zoo is placed at the low sum of 15 cents for adults and 10 cents for children.

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The Zoo company have inaugurated a plan of putting all surplus profits into improvements, and this year there will be some radical changes made that will further entertain patrons and add to the amusements offered for their delectation. One of the features of the Zoological Gardens upon which the management particularly prides itself is the perfect order and freedom from rowdiness pervading the grounds at all times. Ladies and children are perfectly secure unattended



HELLO!

HELLO!



YES THIS IS ...



YES, I ...

ALL KINDS OF ❁ ❁ ❁

Printing,
Blank Book,
Bank and
Insurance Work.

EVERYBODY CONCEDES THAT MY
Programmes, Society and Wedding Work

Is the Finest and Most
Artistic to be had ...

I am Always Supplied with the

**LATEST · AND · BEST
NOVELTIES**

In the way of Stock and Appliances
that the Market Affords. . . .

Write or come and see me
when you want anything in my line ...

Geo. A. Miller

207 Fourth St. ❁ ❁

NORMAN LIGHTY'S

Spa . .

A Credit to Des Moines and Iowa.

A visit to the City
is not complete
without a glimpse of this

BEAUTIFUL
SODA FOUNTAIN

Operated by Experts Only,
and Well Worth Seeing.

ALWAYS OPEN

POPULAR DRUG STORE OF

NORMAN LIGHTY

Family
Chemist,



***** Corner 6th and Walnut.

by male escort at this pleasure resort, and there is nothing to offend the taste of the most fastidious.

The opening of the Zoological Gardens to the citizens of Des Moines marked the first effort put forth to provide a recreation ground for the inhabitants since the city was founded. It not only required nerve, but capital, to start the enterprise, and it took just such an indefatigable worker, sagacious capitalist and far-sighted citizen as Mr. L. M. Mann to put the plan into execution. After expending a large sum in grading up the grounds, hollowing out the artificial lake, a mile in extent, building a tight fence around the whole acreage, and for divers minor improvements, Mr. Mann took the train and went to Boston, where he secured the whole collection of wild animals in a bunch from an institution that was going out of business, and wrote his check for over \$5,000 in payment for them. The shipping of such an aggregation was quite an item, and an expert was employed to bring them out here and take charge of them after they arrived.



THE NARROWS.

The collection has since received many valuable additions, and a number of animals native to the State of Iowa have been recently added, making it the best collection of specimens of the animal kingdom to be seen anywhere west of Chicago.

The results of this outlay of capital have been quite satisfactory. Mr. Mann in all his speculations has quietly endeavored, while promoting his personal interests, to instill into his undertakings a spirit of broad philanthropy. It forms one of the prettiest sights to be seen anywhere, to witness the crowds of well dressed, happy faced people gathered beneath the shades of the umbrageous foliage on almost any day in the week, and especially on Sunday, breathing the pure, fresh air, and listening to the strains of music as they float upon the ambient air. The people congregate at this pleasure place all through the season, and get rest, enjoyment and renewed health and vigor. This enterprise has made it possible for the crowd to do this, and is

Continental

CLOTHING HOUSE.

Largest Wholesale and Retail Clothing House

. . IN IOWA . .

LIGHTED BY ELECTRICITY,
BOTH DAY AND NIGHT.

NO LITTLE, DARK HOLE
IN THE WALL, BUT A

Large, Beautiful Store,

Illuminated by 15 Brilliant Arc Lights and 25 Incandescent.

THE ACKNOWLEDGED

Whitest and Lightest Clothing House

. . . IN THE GREAT STATE OF IOWA.

Elegant Tailoring Dep't

OCCUPYING THE ENTIRE SECOND FLOOR.

MAIL ORDER DEPARTMENT.

Samples sent to any part of the United States or Canada, from both the Ready-Made and Custom Depts.

PLAIN FIGURES

STRICTLY ONE PRICE.

Continental Clothing House,

Cor. W. Sixth and Walnut Sts., DES MOINES, IOWA.

YOUNKER BROS.,

IMPORTERS AND RETAILERS OF

❖ ❖ DRY GOODS AND CARPETS. ❖ ❖

The Best Possible Articles in every Department.

❖ ❖ ❖ ❖

LEADING STYLES IN

SILKS, DRESS GOODS and TRIMMINGS

ALWAYS SHOWN.

Artistic Carpetings, Rugs and other Floor Coverings.

513, 515 WALNUT STREET,

DES MOINES, IA.

CORRESPONDENCE SOLICITED.

J. D. SEEBERGER,

WHOLESALE

Hardware ❖
❖ and Cutlery.

IRON, STEEL, NAILS, GLASS, FENCE
WIRE, WAGON STOCK, BUILDERS'
HARDWARE, BRONZED GOODS,
STAMPED AND PIECED
TINWARE.

Agate ❖ Ironware, ❖ Steel ❖ Plate, ❖ Sheet ❖ Iron,

CIRCULAR SAWS AND BELTING.

❖ 422 & 424 COURT AVENUE. ❖

DES MOINES, IOWA.

the only breathing spot around the city combining the features of park, landscape, lake, and many amusements calculated to please, and while pleasing, instruct—especially the younger visitors—in many things pertaining to the habits of rare species of the animal kingdom.

÷ ÷ ÷

The company which assumed proprietorship of the Zoo Gardens, is officered by a class of men equally enterprising as the founder, and the aim of this company will be to go on improving until perfection is reached. It is an institution of which Des Moines is proud.

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All the lines of electric railroad running north converge at a point on the west line of the Zoo, and at present a ferry boat transports visitors across to the Gardens. The Belt line, running direct to the Zoo main entrance, is now equipped for electricity. It had previously been operated as a steam motor road, and the combined transportation facilities, when in full operation, will be



ECHO LAKE.

ample to accommodate any sized crowd that may at any time wish to concentrate there. The fare is only five cents, and the ride, especially along the river over the Belt line, is truly enchanting. Nature has created this spot for a recreation ground, with its undulating slopes, its liquid lake, and its cool, refreshing shade. No one has seen all of the beautiful city of Des Moines—the city of elegant houses—unless they visit the Zoo.

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The handsome press work and artistic printing shown in this beautiful Souvenir of Des Moines, is the work of Mr. Geo. A. Miller, and it is needless to add a word to its praise, as the most casual observer can not help but admire it. Mr. Miller is one of the oldest job printers in our city, and for many years has stood in the front rank in his profession. He has always tried to please, and has succeeded beyond a doubt. Everything that goes out of his establishment has a finished and workmanlike appearance to it, and his prices are always most reasonable.

T. W. HENRY, Manager.

R. N. HYDE, Patentee.

HOW TO USE

TRADE MARK.
H AND H
PATENTED NOV. 6, 1888.

H AND H CAN be safely used for washing your silk ribbons and all kinds of silk and woolen goods, cleaning your carpets, cane seat chairs and car seats; removing all kinds of grease and fresh paints; cleaning ladies' and gentlemen's clothing of all kinds, except cotton goods that have not fast colors.

It will clean straw, fur and wool hats. Use it in the laundry, also for washing floors and common painted wood work. We do not recommend it for varnished or oil finished woodwork. Try it for cleaning hard finished, frescoed and painted walls.

For washing dishes and oil cloths it has no equal.

Wash your woolen blankets, silk and lace curtains. Use it in baths; also for washing your face and hands. It will keep your hands from chapping. Use it for washing sores on horses, also for cleaning harness.

Try it for shampooing the hair, cleaning the teeth and shaving.

Try it for cleaning jewelry and all kinds of brushes.

It will work as well with hard water as with soft.

Try it for washing photographs, using cold water and sponge.

Use it for any other purpose for which a soap can be used, and with better results than any other article on the market.

Ask your grocer or druggist for "H AND H." If they do not keep "H AND H" send 25 cents and we will send you a cake by mail. Address,

T. W. HENRY, Manager,

OFFICE AND FACTORY: 115 COURT AVENUE, DES MOINES, IOWA, U. S. A.



Capital City Commercial College.

THE calls for young men and women who can write shorthand and keep books were never so numerous as at the present time. It is absolutely impossible to supply the demand for young people that can do both these things well. As a means of securing

❖ ❖ A FOOTHOLD IN BUSINESS ❖ ❖

there is nothing equal to a knowledge of these two branches.

THE CAPITAL CITY COMMERCIAL COLLEGE

Thoroughly prepares young men and women for positions, and when they are prepared they are never obliged to advertise for a place. Send for catalogue.

J. M. MEHAN, Des Moines, Ia.

HURLBUT, WARD & CO.,

WHOLESALE DRUGS

And Druggists' Sundries.

224 and 226 Second St., DES MOINES, IOWA.

DES MOINES TENT & AWNING CO.
MFRS OF ALL KINDS OF CANVAS GOODS.
TENTS FOR RENT
WRITE FOR CATALOGUE & PRICES.

MR. F. W. WEBSTER,

HAS the reputation of being the most Artistic Photographer in Des Moines. His Posing and Lighting stamp him as a true Artist. The work he is now doing we have never seen Excelled. He is Obliging and Gentlemanly to his Patrons and enjoys a large share of the best Trade in the city. Located at

412 WALNUT STREET

He has the Finest Studio in Des Moines

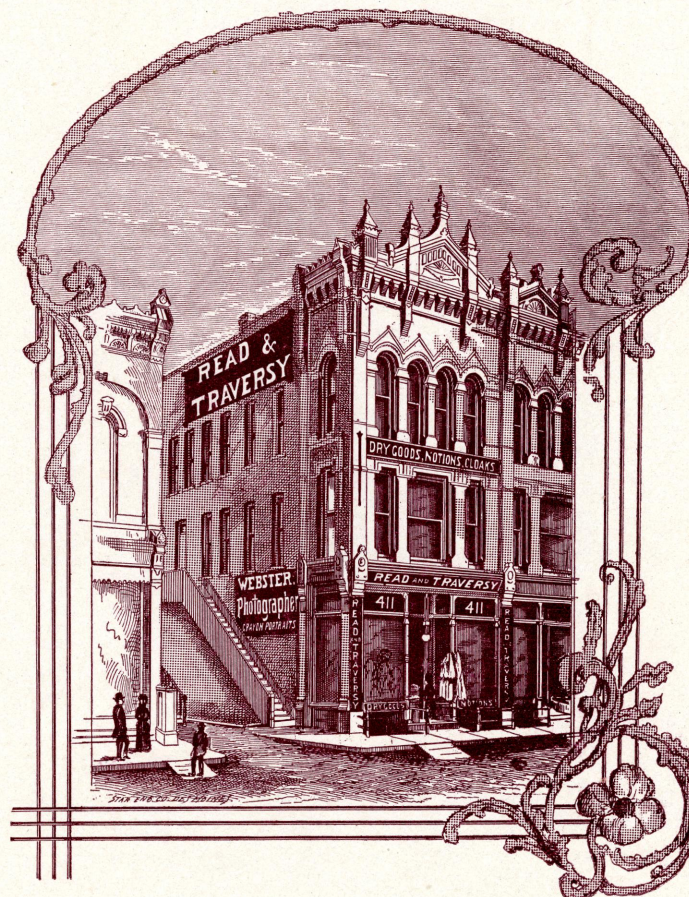


Read & Traversy,

DEALERS IN

DRY GOODS

Choice Line of all Fabrics in their Season at the very Lowest Prices.



MAIL
ORDERS
SOLICITED.

PROMPT
ATTENTION.

You will find as complete an Assortment of Plain and Fancy Dry Goods as can be shown in Des Moines.

ALSO AN EXCEEDINGLY FINE LINE OF

CLOAKS AND SHAWLS.

In fact, everything that can be found in any

First-Class Dry Goods and Notion House.

We extend a Cordial Invitation to the Public to call upon us and get acquainted. We will endeavor to make you feel at home and your visit pleasant. All goods as represented or Money Refunded.

411
W. Walnut St.

READ & TRAVERSY,
DES MOINES, IOWA.

411
W. Walnut St.



INDEMNITY FURNISHED AT ACTUAL COST.

Write Carefully.

Adjust Fairly.

Pay Promptly.

THE
Merchants and Bankers Insurance

COMPANY.

DES MOINES,

IOWA.

Insures against Fire, Lightning, Wind Storms and Tornadoes.

INCORPORATED BY STATE AUTHORITY, FEBRUARY, 1885.

OFFICERS.

G. T. CARPENTER, PRES'T.
A. B. SMITH, TREAS.

M. H. KIRKHAM, SEC'Y.
JNO. D. CARPENTER, STATE AGT.

Assets, Jan. 1st, 1890, (Including \$50,000 Guarantee Fund),

\$ 240,000.

C. C. COLE,
Late Chief Justice of Iowa.

THOS. A. CHESHIRE,
Assistant Attorney General.

A. H. McVEY,
Author of Ohio Digest.

COLE, McVEY & CHESHIRE,

Rooms, 1, 2, 3, 4, 5, Cole's Block,

ATTORNEYS AND COUNSELLORS AT LAW.

DES MOINES, IOWA.

DES MOINES BRICK MANUFACTURING CO.,

MANUFACTURERS OF

**Fine Pressed and
Vitrified Paving Brick**

We make a Specialty of Street Paving. Also furnish Contractors Brick for Building and Paving.

LARGEST BRICK FACTORY AND YARDS IN THE WEST.

OFFICERS.
S. A. ROBERTSON, President. MARTIN FLYNN, Vice-President.
JAMES CALLANAN, Secretary. H. K. LOVE, Treasurer.

DIRECTORS.
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